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The start of the 18-foot one-design Biscayne Bay Baby Class, of which there were eleven boats all with the same power plant, a 100-h.p. Scripps.

Miami Beach Stages Brilliant Regatta

Fisher-Allison and Dodge Memorial Trophy Races and the New Biscayne Bay Baby Class Feature Interesting Program

By NORMANN KENDALL

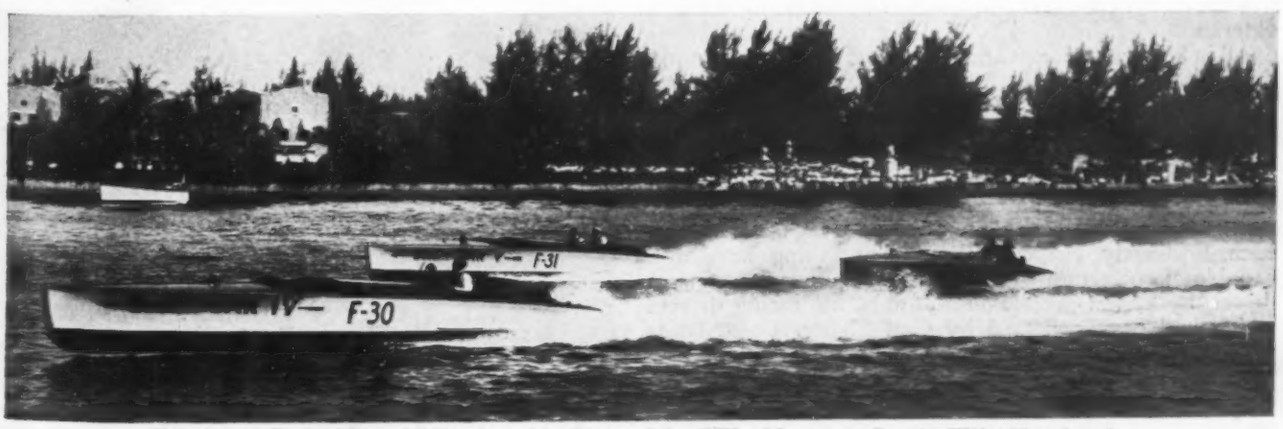
ON the sheltered waters inside of Miami Beach and with beautiful Biscayne Bay as a background, Miami pulled off one of the finest speedboat regattas ever witnessed in this country on March 19th, 20th and 21st. The regatta drew thousands of spectators to Miami Beach where, beneath luxurious palm trees, they were treated to all the thrills of which a speedboat regatta is possible.

The Fisher-Allison Trophy Race was staged at Miami for the first time in several years and was keenly contested, as Webb Jay had two legs on the coveted cup and "Gar" Wood one. The first heat brought forth three contestants: *Baby Gar IV* owned by G. A. Wood, *Adieu V* owned by Webb Jay, and *Baby Gar V* driven by Philip Wood, a brother of G. A. Wood.

The race was run in 50 mile heats, the course being two miles in length. Webb Jay got away in front of the bunch in the first heat and worked out a comfortable lead which he gradually extended to a wide gap at the halfway mark. *Baby Gar IV* then got going and began creeping up on *Adieu*. It looked like an exciting finish until *Adieu* developed motor trouble and *Baby Gar IV* passed her for an easy win, her time being 1 hour, 3 minutes and 18 seconds, or 47.4 miles per hour. *Baby Gar V* finished second.

The second heat was also unfortunate for *Adieu*. Webb Jay drove a splendid race until the seventeenth lap, when he hit a submerged obstruction which drove the propeller through the bottom of the boat. Making a quick turn for the boat house, he reached it just in time to be hauled out before sinking. *Baby Gar IV* won the heat. By winning these heats "Gar" Wood got a second leg on the trophy. Another race for this event will probably be held at Detroit during the summer.

While possibly not as exciting as the fifty-mile-an-hour clip of the Fisher-Allison fliers, the Chance Race which



Race for the Dodge Memorial Trophy, when the two "Gar" Wood boats got *Curtiss Wilgold* pocketed.

Hialeah, winner of the Biscayne Bay Baby Class, making a turn at the upper end of the course. She was driven by Louis Chevrolet, who won the greatest number of points in six heats.

followed it kept the crowd which lined the shore in a continuous uproar. Eighteen boats of every size and type, from large yachts to small open motor boats, express cruisers, and coast guards boats participated. The rough going proved almost too much for some of the smaller boats. They would just get settled down to comfortable running when an express cruiser, racing around at forty miles an hour, would pass them, showering their occupants with spray and almost swamping the little fellows on the turns. *Baby Gar IV*, driven by "Gar" Wood, still warm from the previous race, waded past all comers with the exception of young Lynch, driving a *Baby Gar* for his father, S. A. Lynch, of Atlanta. On the second turn Lynch took the wrong course by mistake, thereby losing

Miss Syndicate, entered in the Dodge Memorial Trophy Race.

considerable time. He opened up wide when he saw his mistake and by careful maneuvering through the traffic jam ahead of him, he still had a chance to win the race, running neck and neck with *Baby Gar IV*, when a short circuit put him out of the running. Howard Lyons, in *Baby Cub*, took second place. *Shadow H*, a handsome express cruiser owned by E. A. Sprift, came in third. Other contestants included *Fleetwood III*, owned by Commodore J. Perry Stoltz and *Fleetwood, Jr.*, driven by Mrs. Stoltz. The latter was the only boat driven by a woman in the race and she handled her little flyer like a veteran.

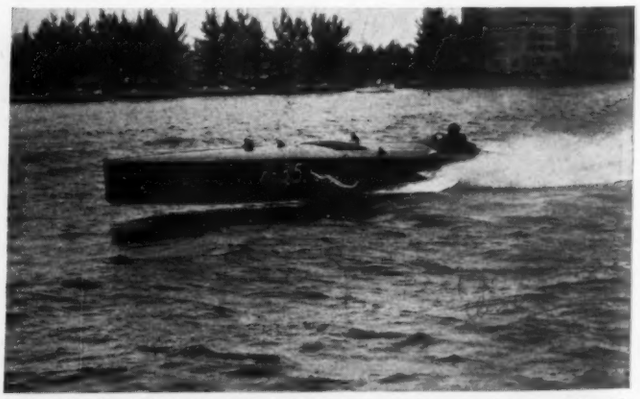
All in all, it was a most amusing event for the spectators, but for the owners of the little boats, it was anything but funny. There remained no question in their minds as to why it was called a "Chance" Race.

Friday's session was an innovation in speedboat contests that went far to satiate any craving for thrills on the part of the spectators. This was the race for the *Biscayne Bay Babies* — a one-design class of eleven boats, each brilliantly striped with distinguishing hues and capable of speeds up to forty miles per hour. They were driven by eleven professional automobile racing drivers which had been collected by Carl Fisher. These boats were designed by John Hacker and built by the Purdy Boat Company and each was powered with a 6-cylinder 100 h.p. Scripps engine. These engines had been tuned up before the race in special time trials so that, theoretically, each boat was equal in speed to the others. They were handled by one man only, and the difference in weight of the drivers was compensated for by ballast. Among the noted racing drivers were Louis Chevrolet, Tommy Milton, Ira Vail, Jerry Wonderlich, Morton L. Corum and others.

The event was run in six 12-mile heats, and these produced as thrilling races as have ever been seen. Although the drivers had all made names for themselves on the automobile tracks, none of them had ever driven a speed boat before. They found it quite different tearing through the water at forty miles an hour in a boat no larger than a small yacht tender, with ten others bunched around them, each striving to gain the lead at every turn. The drivers were allowed two days before the race to get familiar with their boats.

The start of the race in this class took place under ideal conditions with a cool breeze, hardly enough to ruffle the surface of the bay. Every one of the heats was a mad scramble from the starting line to the first turn, where those unlucky enough not to be in the lead were badly buffeted by the terrific wash of the boats ahead. Thanks to a large wooden-dialed clock which marked the seconds of the last minute, and which was devised by Eddie Edenburn, of the Detroit Yacht Club, all of the boats got away to a flying start. The six heats of this race proved very popular with the spectators, as the result depended on the skill of the drivers, and theoretically, not on the speed of the boats themselves.

Driving the most consistent race of any of the professionals, Louis Chevrolet took first place in *Hialeah*, with a total of 1,654 points, thereby winning the greatest prize money, $1,250. He just nosed out *Coral Gables 1*, M. L. Corum, who annexed 1,643 points. Two other equally well-known drivers were placed third and fourth, namely, Ira Vail and Tommy Milton, with Jerry Wonderlich, fifth. The whole event was a fine example of what



Webb Jay's *Adieu V* in the Fisher-Allison Trophy Race. She hit a submerged obstruction in the second heat which killed her chances.

Hot Times, owned by Charles Barfield, winner of the Outboard Motor Race. Canoes with this type of power are becoming very popular.

Officials and drivers at Miami. Ira Hand, Wilbur Young, Chris Ripp, Howard Lyons, Normann Kendall, W. Bigelow, C. F. Chapman, C. Sorensen, "Art" Utz, Com. Schantz. Seated: Walter Wilde, W. D. Edenburn, Com. Wagg.

can be done in one-design racing with engines properly tuned up, as was done in this case by William Taylor, chief engineer of the Scripps Motor Company.

The race for the Dodge Memorial Trophy was a new event, sanctioned by the American Power Boat Association, and was the first running of the race for a trophy presented by Horace E. Dodge in memory of his father. The race was open to displacement craft irrespective of length or power, provided that the piston displacement did not exceed the cube of the boat's water line length divided by 25. The boat winning the first four heats gets the custody of the trophy and holds it until the next race, which will be held in August at Manhasset Bay at the time of the Gold Cup Races. The entries in this event were *Curtiss Wilgold II*, owned by R. V. Williams, *Baby Gar IV* and *Baby Gar V*, and *Miss Syndicate*, driven by C. F. Chapman. *Baby Gar V* won the first heat by a comfortable margin over *Baby Gar IV*. *Miss Syndicate* was forced out of the race with engine trouble. The winner's time was 16 minutes, 5 seconds over the twelve-mile course. The second heat showed some of the fastest time of the whole regatta. *Curtiss Wilgold II* stepped out in the lead and showed a clean pair of heels all the way, *Baby Gar IV* being second. The last two heats went to Gar Wood's *Baby Gar V* somewhat easily though not without a struggle. Williams, in *Curtiss Wilgold II*, forced the race all the way but could not get by the two "Gar" Wood boats. Gar Wood thus won the first leg on the trophy by taking four out of the five heats.

In the Free-for-All, Rodman Wanamaker, driving *Little Old Man II*, walked away from all contestants, making the twenty-four miles in 32 mins. and 41 secs.

Two-Cycle Bill

BILL, he had a motorboat,
A wonder to behold,
Just three times as long as Bill
And more than half as old.

Its power plant was sturdy,
Simple, and robust,
Omnipotent in weight and noise
But feeble as to thrust.

And every day in summer,
Cruising on the main,
That "one-lung" carried William
Out and home again.

Bill, he loved a maiden fair,
But he was not alone;—
Among the pebbles on her beach
There was another stone.

Will's rival was a wealthy man,
Who sought the lady's hand
In every way that money
Can make us mortals grand.

Now, all went well with William,
Until one day he found
His rival and his lady love
A-tearing up the Sound.

A flash of polished teak wood,
A hundred horses roar,
In a cloud of silver spindrift
By Billy's boat they tore.

And there was our poor William,
Bobbing in their wake
With no other earthly comfort
Than his faithful "make-and-break."

But while he thus lamented
At such a cruel fate,
He saw his rival's boat return
At a very solemn rate.

Then all at once it stopped
And settled by the stern,
A naughty hunk of driftwood
Had gummed the whole concern.

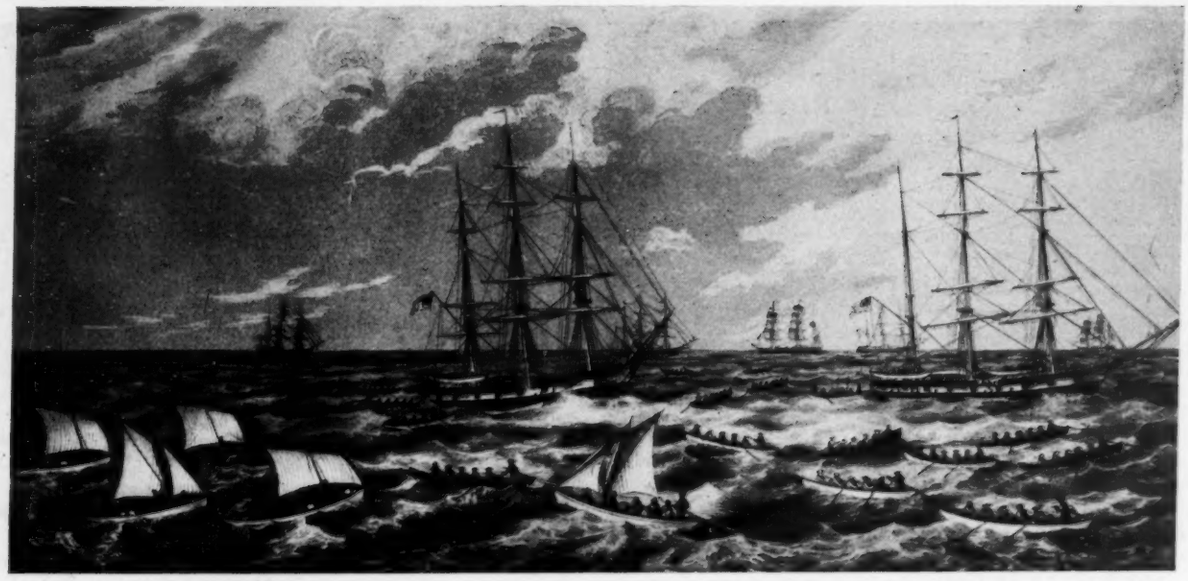
"The strut is through the flooring,
She's thrown her garboard clear,
Pray do not leave us both
To founder way out here."

My lady's feet were very wet,
Her dress was spoiled, I fear,
But when she boarded Willie's boat
She called our hero "dear."

Yes, Bill he gave his rival
A long, long hawser tow,
And thus returned to harbor
Triumphantly and slow.

Here ends the tale of Billy,
Who won the maiden fair,
And proved again the fable
Of the tortoise and the hare.

S. S. Pierce



The crews of the abandoned whalers going to the rescuing vessels south of Icy Cape. The ship *Daniel Webster* is in the middle foreground and the bark *Progress* in the foreground at the right. This, and the following illustrations, are from old lithographs by Benjamin Russell.

The Loss of a Great Arctic Fleet

How Thirty-two Whaleships Were Nipped in the Ice and Lost in the Greatest Single Disaster the Whaling Industry Ever Suffered

By Arthur C. Watson

IN the annals of whaling there is no disaster greater in its scope or more dramatic in its surroundings than the one which befell thirty-two vessels in the ice-wastes of the Arctic in 1871. The large whaling fleet that pushed northward from the Pacific in the summer of that year, thirty-nine ships and barks all told, was full of hope. Whales were known to be plentiful off Point Barrow, and the movements of the ice-packs gave a comparatively easy passage through Behring Strait and up into the Arctic Ocean. The ill luck that followed, which doomed the greater part of this fleet to destruction, was undreamed of by the host of experienced captains, masters of their craft, whose knowledge of Arctic conditions was unexcelled, and whose combined judgment could evoke no dispute. Yet the treacherous forces of nature, in the form of a moving ice-pack, were too much for human plannings, and 1,200 men, women and children were driven across the cold waters in tiny boats. Fortunate indeed it was for this host that seven vessels of the fleet had been laggards, remaining far behind the others, and were ready to receive the refugees. Thus not a life was lost, though the financial sufferings of ship owners were overwhelming.

During the late spring of 1871 the fleet was engaged in whaling in Behring Strait, and was forging ahead toward the north as fast as the ice permitted. Toward the latter part of June the shifting of the ice allowed the vessels to round Cape Lisburne, and a little later they were in the neighborhood of Icy Cape. Here the greater part of the fleet lay at anchor, waiting for a favorable time to continue their journey. Point Barrow, where whales abounded, was their objective, an objective that they were never to reach. By August 6th, the ice, which had been closely packed into the shore, receded, and a channel was opened that enabled the vessels to make Blossom Shoals. Eight vessels, which were leading the fleet, cast their anchors or moored to the ice off Wainwright Inlet. Here the chase for whales was resumed with enthusiasm, the whalemen making the best of their time, though still awaiting the opportunity of sailing farther to the northeast, as soon as the ice-pack should part from the shore.

This ice-pack is vividly described by Mr. William F. Williams, who was a boy at the time and on board the bark *Monticello*, of New London. His description, which is in Pease's *History of New Bedford*, reads as follows: "The pack ice is an enormous accumulation of cakes or floes of snow-covered, sea-frozen ice, of all sizes and shapes, but containing very few whose highest points are more than ten feet above sea level, and those have been formed by the crowding of one floe on top of another. There are very few level spots of any extent, the general effect being very rough. There are no icebergs, as there are no glaciers in these northernmost parts of either America or Asia. The pack is not, therefore, in its individual parts imposing, grand or beautiful. . . . When you stop to consider that it represents ages of accumulation, and that there is beneath the surface nearly ten times more bulk than what you can see, you realize that there is something to be considered beside beautiful effects, that there is within it a power which cannot be expressed and can only be partially comprehended."

It was this great Arctic ice-pack that the whaling masters had to reckon with in their visits to the whaling grounds beyond Cape Lisburne. In the warm summer months, the pack would separate itself from the shore and recede northward, but the winds would sometimes interfere with the ordinary course of events and cause the pack to shift about in sudden and unexpected move-

A portion of the fleet of thirty-two whalers, abandoned in the Arctic ice-pack, 1871.

ments. With the fleet lying in the neighborhood of Blossom Shoals, waiting for the next retreat of the ice-pack, passages will now be quoted from the log-book of the bark *Seneca*, of New Bedford, Captain Edmund Kelley, one of the unfortunates in the disaster.

"Monday, August 7th. Commences with fresh breezes from the N. E., and clear weather. The ship under all sail working along between the land and ice to the N. E., the distance of clear water between land and ice being about six miles wide. At 10 A.M., we commenced boiling out walrus oil. Saw the bark *Gay Head* get a whale. Several other ships in sight working to the N. E. At 6 P.M., thick fog. Came up to the solid ice barrier and got out the cutting hooks and falls and made the ship fast to the ice and furled all sail. At 7 P.M., four bowheads came out of the ice. We lowered the boats, but saw them no more, it still remaining a dense fog. The ship three or four miles to the N. E. of Wainwright Inlet.

"Tuesday, the 8th. Commences with fresh breezes fro.n the N. E., with fog. The ship still fast to the ice, and the boats off from the ship cruising along the ice for whales. Saw the ship *Contest*, of New Bedford, get a whale. At 6 P.M., the boats returned to the ship. At 8 P.M., the *Gay Head* and *Reindeer* got whales. A large fleet of ships in sight, most of them at anchor off the ice."

The *Seneca*, with her companion ships, continued whaling operations off Wainwright Inlet for several days. They met with good success, for bowheads were fairly plentiful. But they still had the intention to push onward, thinking only of the large catches they wanted to get to the northeast, and by no means anticipating the perils that were in store for them. On August 11th, the wind shifted to the westward, driving the ice landward, and the *Seneca's* log entry for that date reads:

"Friday, the 11th. Commences with fresh breezes from the N. W. and fine weather, the ship still fast to the ice floe, and the boats in chase of whales. The larboard boat struck and got one. At 7 P.M., got the whale to the ship and commenced cutting. At midnight, finished cutting. The wind from the S. W. The ice came down on the ship and closed her in the ice. A large number of boats off from the fleet of ships unable to get out of the ice. Capt. Kelley and a boat's crew are off from the ship fast in the ice.

"Saturday, the 12th. Commences with fresh breezes from the S. W., the ship lying fast in the ice. At 8 A.M., Capt. Kelley and his boat's crew got on board, after hauling the boat over the ice a long distance, leaving the whale-line and sail on the ice. At one P.M., he started again with more men to get his line and sail. The hands on board employed in getting ready to bail out the whale.

"Sunday, the 13th. Commences with light winds from the N. W., the ship lying fast in the ice. Employed on board in bailing out oil. At 8 A.M., got out lines and blubber hooks and tried to warp and press with all sail on the ship to clear the ice, but found it packed too close.

"Monday, the 14th. . . . At 8 A.M., the ice loosened around the ship, and at noon got the ship in clear water and came to anchor in six fathoms."

There was now only a narrow belt of clear water between the ice and the shore, a belt that extended east to Point Belcher. The ships were confined in this belt, and the work of whaling continued with all vigor, since every one confidently expected that a smart northeaster would soon drive away the pack.

"Tuesday, the 15th. . . . Commences with fine weather, the ship still at anchor to the south of Cape Belcher; the boats off from the ship in chase of whales. Thirty ships in sight, their boats in chase of whales. At 9 P.M., the boats returned to the ship without success."

Again the ice was driven close to the fleet, forcing the vessels to go close to the beach, some of them slipping their cables in order to avoid entanglement in the rapidly approaching pack. The fleet now lay scattered in a line twenty miles long and within a strip of clear water not over half a mile wide at its widest part, and from fourteen to twenty-four feet deep. The ice was in every direction, except at the rear. The crews still went in pursuit of the giant bowheads off Sea Horse Islands and Point Franklin, although they were obliged to drag their boats and the whale-blubber across the ice for long distances.

"Friday, the 18th. . . . At 5 P.M., took the anchor and steered into four fathoms of water on account of the main body of the ice setting in from the West.

"Monday, the 21st. Commences with light winds from the N. E., with fog. At 10 P.M., sent two boats in company with two boats from the bark *Carlotta*, of San Francisco, as far north as the Sea Horse Islands to look. Took three days' provisions. The boats arrived off the islands at noon the next day.

"Tuesday, the 22nd. Commences with fresh breezes from the N. E., with thick weather. The ship still at anchor. The mate and second mate off from the ship with two boats from the *Carlotta* as far as the Sea Horse Islands. The larboard boat of the *Seneca* struck and got a whale. Took the whale to the ice and got the blubber and bone, and anchored it for the present. The boats cruising for more whales, but saw nothing.

"Wednesday, the 23rd. The boats cruising 25 miles to the Northeast of the ship. At 6 P.M., took the blubber of

the whale that was anchored and started for the ship. At midnight anchored the blubber and camped on the shore for the remainder of the night for the men to cook their supper and get sleep.

"Thursday, the 24th. Commences with light winds from the N. E. and fine weather, the boats towing the blubber of a whale to the ship. Mated with the *Carlotta*. At 5 P.M., got the blubber to the *Carlotta*.

"Friday, the 25th. Commences with strong winds from the N. E., the ship still at anchor to the south of Point Belcher, distant ten miles. At 6 A.M., started from the ship with four boats provisioned for four days to go as far as the Sea Horse Islands to look for whales. At 10 P.M., the boats camped for the night on the shore about half way from the ship to the islands."

With the great disaster approaching fast, the calmness of the writer of the *Seneca's* log-book seems indeed inconsistent with the danger that the whalemen were facing. Complacently the whaleships sent out their boats to chase whales, which were numerous, and of which they were reaping a good harvest. In the above entry of the 25th, the "strong winds from the N. E." are mentioned, and these winds pushed the ice field seaward, opening a lane of from four to nine miles in width off the land. Here was the opportunity to escape from the dangers that threatened, and the native Esquimaux, predicting that the clear laneway would soon be reclosed, advised the whaling masters to return, while there was opportunity, to the open sea.

But the temptation afforded by a rich whale ground was too great for the fearless whalemen, who, disregarding the advice, continued their successful hunt. The wind soon shifted; the disaster came, continuing its destructive work from the 29th of August through to the middle of September.

"Tuesday, August 29th. Commences with fresh breezes from the W. N. W., with thick weather. The ship still at anchor to the S. W. of Point Belcher. Employed on board in boiling out oil, the ice setting in from the west. The bark *Elizabeth Swift*, in getting under way, grounded a shoal. We sent a boat's crew to assist her. At 6 P.M., we hove up the anchor and got the ship under the lee of a large floe of grounded ice, and made her fast to it to clear the lighter ice.

"Wednesday, August 30th. Commences with fresh breezes from the S. E. with snow, the ship lying fast to the ice in three and a half fathoms of water. Employed on board in boiling out oil and fitting the gear for a starboard bow boat. Thirty ships in sight, all of them hemmed in between the land and the ice in shoal water, several of them boiling. Point Belcher bearing N. E., distant eight miles.

"Saturday, September 2nd. Commences with light baffling winds. The ship lying fast to the ice eight miles S. W. of Point Belcher. . . . The ship *Roman*, Captain Jernegan, is crushed by the ice and abandoned, and also the brig *Comet*, of Honolulu, Captain Sylvia, and sold at auction."

The loss of these vessels was the first real indication of the danger that surrounded the fleet. The freakish movements of the ice pack might direct their strength against the rest of the vessels at any time; no ship's chance was better than another's. The log-book of the bark *Henry Taber*, of New Bedford, Capt. Timothy C. Packard, also of the fleet, thus records this first damage done by the ice:

"Remarks, Saturday, September 2nd. Strong westerly winds and thick snowstorm. The ship fast to a piece of grounded ice. Middle and latter parts, light winds and fine weather. At 3 A.M., the Hawaiian brig *Comet*, lying near us, set her ensign half-mast. We boarded her, and found her crushed between two pieces of ice. Captain Packard bought from the brig one cask of bread, one of flour, and one whale-boat. Captain Sylvia of the brig takes passage with us, and we have shipped two men from the *Roman*."

Continuing with the bark *Seneca's* record:

"Sunday, September 3rd. Commences with light winds from the S. W., with thick weather, the ship still lying fast to the grounded ice. Thirty ships in sight at anchor and fast to the grounded ice and closed in between the land and the ice with no possibility of getting out for the present unless with strong N. E. winds to open the ice off the land — a poor prospect."

Though the ships frequently had to change their positions owing to the oncoming ice pack, yet still the whaling kept on.

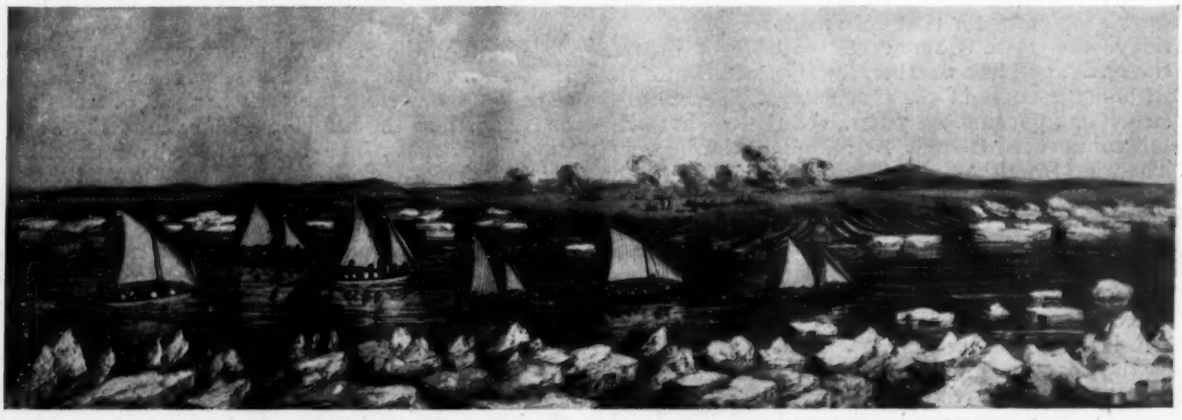
"Monday, the 4th. At 9 A.M., lowered two boats in chase of whales. At 7 P.M., the boats returned to the ship without success. Got a cask of bread from the bark *Navy*.

"Tuesday, the 5th. Lowered the boats in chase of whales. The starboard boat struck and got one. At 9 A.M., got the whale to the ship and commenced cutting. At 2 P.M., finished, and kedged the ship clear of the ice and anchored in three fathoms of water.

"Thursday, the 7th. At 6 A.M., lowered the boats in chase of whales. A large fleet of ships in sight and shut in between the land and the ice. The bark *Emily Morgan* lost her second mate this day by the accidental discharge of a bomb gun, the bomb passing through his head while fast to a whale — a sad affair. At 6 P.M., let go from the ice and kedged the ship in shore and anchored.

"Friday, the 8th. Thirty ships in sight, and all crowded

(*Continued on page 72*)



The rendezvous of the crews from the abandonded whalers at Icy Cape, September 14th, 1871.

The Cruise of *Diablesse*

Down the Islands from St. Thomas to Grenada

By FREDERIC A. FENGER

OUR departure from St. Thomas was a stealthy business, done at a little after one o'clock and shortly before moonrise on the morning of the 13th of June. For there had been a mishap when *Diablesse*, returning from a visit to Krum Bay and with all the wide harbor to maneuver in — empty, with the exception of a Macoris trader — had fouled the trader's boom and broken it off at the saddle. We had parted our foretopmast stay, and the skipper had laid out good money for a new boom. Fair enough, one would say, but when we learned that the trader claimed that his new boom was no good and *Diablesse* was to be libeled for further payment, demurrage and cables, a broker friend warned the skipper, "My God! man, they'll have your schooner before they're through — if you don't get out."

So we got out, and the moon was a-grinning at us from over St. Johns as we cleared the sleeping port and headed up for the British Virgins. There was a week of fishing and sailing with old friends among the cays which fringe Sir Francis Drake's Channel — Norman and Peter where treasure has been found; Dead Chest, Salt, Cooper and Ginger; and Virgin Gorda whose reef-locked sound forms one of the finest harbors in all the West Indies — and at last with a bill of health for the high seas, we stood out one afternoon through Round Rock Passage.

We were now fairly launched into the Caribbean — old sailing ground for the skipper. The wind, from blowing a "reënforced trade," had gone into the south'ard, a little too much so — to our liking — although it held fairly well; and with our ballooner and the huge fisherman's stays'l which came almost to our deck, we traveled. There were hurricane signs, and as night came on the wind fell a bit and veered even more into the south. Our barometer had stepped down from its small hoverings a little above 30,

"With our ballooner and the huge fisherman stays'l, we traveled."

to a tenth below, as is usual at the beginning of the "season." The sun had gone down, blazing orange, through a rim of purple sky. A bit of easting would do no harm. Now, in the tropics light sails are no great gamble at night, for then the winds are soft — except in squally weather, when it is always well to keep them below decks. But when it is necessary to take a chance, one takes it, and in the event of not being able to smother in time one *can* cut away the light stuff and the ship need not be endangered. Yet, one only blows away light canvas when it is absolutely imperative to make distance.

We made it, and by morning the wind began to head us — a good sign — and we took in our light sails. The

***Diablesse* at anchor in the harbor at St. Thomas.**

watch had gone below, and high Saba was just showing up in the first light of dawn, when there came a whir to weather and a school of flying-fish shot up from the rail and passed over the skipper's head — like a flight of swallows. Three of them catapulted into the leach of the mains'l and slithered, half stunned, into the cockpit. A pity, almost, not to throw them into the sea again. But we had them for breakfast.

We now encountered a heavy lee current still running from the strong trades, and through the next fourteen hours we fought, tack-and-tack, to master the remaining twenty miles to Saba. No moon, and the sky was overcast when at last we made the island, and as the anchorage was in an open roadstead and lay so close under the lee that the back flaws might fetch us upon the rocks in the darkness, we stood on for 'Statia. And that was lucky, for when the harbormaster came aboard in the morning he told us that his predecessor, an old friend of the skipper's, De Geneste, was dying. In the next breath we were warned to get away to the south'ard without delay as all the island was battening down against a possible hurricane. Well, hurricane or no hurricane, the skipper must see old De Geneste. So leaving the schooner with her mains'l standing, we rowed ashore with a bottle of good port. Oh, it was well worth the small risk, to spend an hour of the precious two we were at 'Statia, with the last of a once proud old family, and to hold a glass of wine to Marse Jame's trembling lips. Then we rushed through the palsied old town to call upon the doctor, who was laid up with a broken head from falling off his new horse, and when we came away we were escorted down to the beach by the rest of our old friends, Johnsons and Heyligers and De Windts, glad to see us but at the same time begging us, almost with tears in their eyes, to get to sea. We were scarcely gone, they wrote us later, when De Geneste died, surrounded by his friends, his black wife and his children.

Light winds the rest of that day and almost calm at night while we were passing St. Kitts and Nevis. At dawn we were off Redonda and towards noon we swung around Montserrat. The weather was still suspicious and through the afternoon we held up for Guadeloupe where, should the barometer take a sudden drop, we might run in for shelter at Pointe à Pitre. Evening brought a stiff breeze out of the east'ard, and as the glass held and the sunset promised light weather for the day following, we decided to stand down for Dominica. Just short of a reefing breeze, and as the skipper did not wish to be caught between islands with no wind and a high sea running, he kept the wheel from ten o'clock till three in the morning — racing her. It was still dark when the mountains of Dominica loomed ahead — sky cloud-filled and no moon — and by the feel of the sea we worked in under the lee of the island. At daybreak we were well into smooth water. Our guess as to the weather proved correct enough, for nearly all that day we drifted along from cat's paw to

Ile-de-Caille whalers.

zephyr, down the coast till at last we brought Roseau under our arm. The blow, what there may have been of it, had sneaked off to the nor'ard, somewhere.

But it is one thing to have Roseau under one's arm and quite another to keep her there, for the anchorage is confined to a small patch off Fort Young where, "the precaution of letting go smartly must be strictly observed, as the distance between the depths of 9 fathoms and 30 fathoms is only about 150 yards." To seaward the bottom drops below the hundred fathom curve in less than half a mile. Up or down shore there is scarcely room for a small vessel to swing clear of the beach. So it is "the patch," or try again. Oh, many an old tramp captain has missed, and seen the bitter end of his chain go whipping overboard in a cloud of rust, or, if his screaming brakes have held, has been forced to lie off for half a day while recovering his pendant gear with a messenger and tackle to relieve his inadequate windlass.

We stood in till our lead showed ten fathoms, and let go. But a crossed link jammed in the chain pipe at eight fathoms and by the time we had cleared and let go again, our anchor was in sixteen fathoms, close to the steamer buoy. Too close, for when the harbormaster boarded us he said that we should have to move as the steamer was expected that night. Up then, with a quarter of a ton of dead weight which slowly grew less as our chain was ground in, link by link, over the lip of the hawse pipe — and we made sail for another try. This time the current swept us down shore before we could hook onto that miserable patch and there came another long spell over the windlass. And the skipper's temper frayed out like an old towel, while Fred added "sevril" new words to his conch vocabulary. Two hours were thus spent in making our anchorage.

All haired up, then, we went ashore for a piece of ice for developing our films. And there we nearly brought on a small riot, for it had been spread abroad that "de mon in de boat," as the skipper used to be called, had returned in a schooner which he had bought with treasure discovered on his canoe cruise. The jetty was black-swarmed with natives and they trailed us in a howling mob dinning, "*Yaakaabo, Yaakaabo*," in our very ears. It might have been amusing, but to our already ruffled tempers it was trying — and invited murder — and when a troop of youths and small boys followed us even into the ice house, the skipper's patience went to loo'ard entirely, and he laid about him in real bucko-mate style. Fists encountered greasy-squeegy noses, and shore boots barked thin-skinned shins. The soft drink bar was wrecked, but the place was cleared, and the sporting shop-keeper, who would take no pay for his ice, set us up to a bottle of Frampton's rum punch. After that we could have licked the island. Perhaps it was just as well that the police arrived and we were allowed to go our ways in peace.

Our films developed — for they must be looked after *quam celerime* in the tropics — we filled our tanks with cool mountain water, "gammed" with old friends (the mate was coco-ice-creamed and the skipper whisky-and-soda'd from bilge to smokehead) and at noon on the 27th of June, we hoisted our jib, with papers for St. Lucia.

An easy sea and a soft breeze across the channel and the next morning we entered the calm under Martinique. Close in, we drifted past the slopes of Pelée, whose crater was hidden in a huge towering trade cloud. Yet there was no mistaking that here was the volcano that had poured down such terrible destruction twelve years before. Whiffs of sulphur fumes issued from the fissured slopes burnt by gaseous flames and covered with scoria, and one saw, here and there, the ruins of estates, and then the town itself, covered with a new vegetation that was creeping over it, but with the outlines of its broken walls still discernible from the sea. A cleared street or two, and along the water front some reconstructed housings roofed over with old tiles picked out from the debris. A sort of summer's Sunday sermon with whatever moral one might choose to go with it.

As the afternoon cooled and drifted away into the Caribbean, we drew up on a picturesque little schooner — ragged and ancient and unmoral — with a dandy black standing by her scraggy tiller. A tidy breeze for the moment, and as the skipper unlimbered his camera the one at the tiller folded his arms over his frocked bosom and struck an heroic pose — Ah! But just then his helm-free craft — she must have had a sense of humor — jibed her boom and sent her owner, coat tails and all, a-flying across the deck. Again draw your own moral; the day was warm and soft and lazy.

From out the bay of Fort de France we got our first warning of the wind to come, a squall that put our rail down and sent us smoking for Cape Solomon. It eased, and then it blew again and, as there was promise of more, sundown found us turning a reef into the mains'l. Hard out of the northeast it came, and the skipper would be keeping the wheel till we were well clear of the island. Diamond Rock was opening in the evening set and we were sogging along with booms well out — great fun after such a Sunday loaf, and we were not caring how hard it came — when, with a roar, the mains'l blew out all along the foot and started to go up the luff. As it happened, all hands were on deck and we lowered away before further damage was done. Our second reef then, and again we put her to it. But now we were traveling a bit slower and when the next squall came the pressure was terrific. With

a *whisht!* and a *boom!* it carried away the rest of the sail — we could make out lengths of cloths streaming like banners from the gaff, hard pressed against the upper shrouds. An hour then to lower the gaff and lash it and cut away the cloths, and when we had set the tris'l it was midnight. Then the skipper went below for a bit of a rest, but the devil was on our heels that night and fifteen minutes later the conch sang out, "Hey b'low, 'm now de fores'l am gone." So it was. But only along the foot, and the mate had to come up in her nightie and raincoat and take the wheel while we turned in a reef.

Sleep then, for two hours, and when the skipper came up to relieve — oh, it was dark as a pocket except for the phosphorescent loom of the cresting seas — he asked, "Well, Fred, how did your watch go?"

"Aal right, 'm', on'y de jumbo bin blo' out laang time now. But we gettin' used ter dat, an' me lef' you sleep."

"The jumbo? I should have thought it would have been the jib."

"De jib? Affer we bin han' stitchin' him aal de way down Hayti? W'y it will hol' entil Gabril blo' on he conch shell fo' aal us sheep ter come up win' ter de Promis' Lan'."

Our sails, to be sure, were not as young as they might have been. They had seen a couple of seasons before we had cut them down, yet they were by no means tender. The truth of the matter was that it was blowing very hard, and as we had been running off and the seas were slow in making, we had been underestimating the force of the gale. That same night a sloop was dismasted and another lost her bowsprit — yet that is nothing to go by when one knows native sloops, for most of 'em are like broken down old jades, ready to let go at any moment.

In another hour we picked up the end of St. Lucia and then Vigie light, and at the first show of dawn we hauled in our sheets to beat into Castries. But the squalls came down from the mountains with such fury that we eased away again lest we lose what was left of our fores'l — and tore on, down the coast. It was still forenoon when we shot out from under the lee of St. Lucia, and once more we were in high channel seas. A high day, it was, of roaring, indigo, bellied seas that broke and lifted us along, and rushing wind that kept our sails hard swelled as though they were carved out of wood. *Diablesse* romped; St. Vincent drew up; the Soufrière, for once cloud swept, towered to weather; the water became suddenly easy; and it was midafternoon when we rounded to and dropped anchor in the little harbor of Chateau Belaire, scooped out from the foothills.

We turned in that night with the squalls shrieking down from the accelerating slopes of the volcano — comforting *diablerie*, for we wanted that wind to hold for a bit. It held, and the next morning we stood away to the south'ard again, rushing from blast to blast as they tore out from palm riven valleys and whipped up white water from black sand beaches. Grande Bonhomme guffawed us around Layu and showed us the first of the Grenadines — tidy little isles o' call — all strung down to the south'ard in the morning sea. Kingstown, opening from around Old Woman Point, gaped from its curving roadstead, and scuttled astern. Bequia Channel, all tossed up in the weather tide, gave us wild welcome. At high noon we slipped into the still clear waters of Admiralty Bay.

It was Saint Peter's Day, and as we straightened up from watching our chain pay out along the harbor bottom, strange, half savage cadences came wind borne from over the low plateau behind what there was of the settlement. We saw no one, the place seemed deserted as an empty stage setting from which the audience takes in visual atmosphere, nourished by orchestral musings before the actors appear. Somewhere in back there a fife was running around loose, and a drum, and maybe an island fay tinkling upon a triangle. The skipper turned to a couple of whalers who had come out in their skiff and helped us work in to the beach. "The people are marching, some of them, behind the band w'ich is to play for a dyance this evening." Then from a low rise we saw them, just the heads at first, then bodies and legs, a dozen or so in single file behind the three important ones who were playing upon the fife, the drum and the triangle. The half savage cadences married themselves into what the imagination told us might be "Onward, Christian Soldiers" — Africanized by pig squeal and tom-tom. The file wound along the paths among the hummocks, and countermarched, and with steady dignity came out upon the beach. If that was for our benefit, their indifference was well carried for they turned neither heads nor eyes,

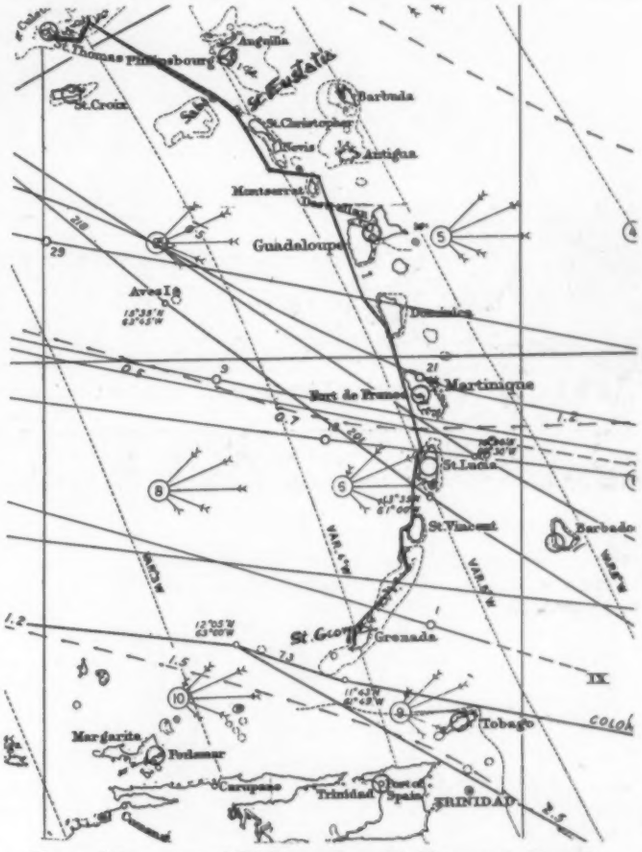


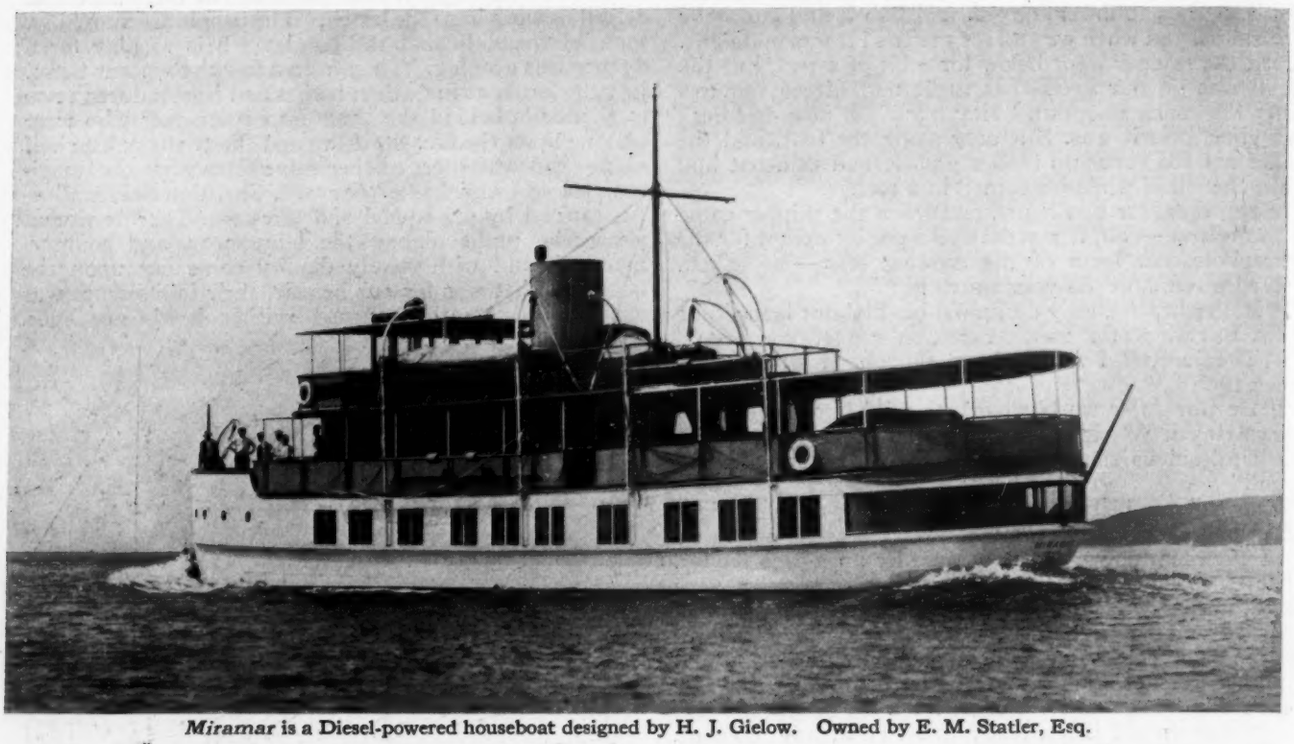
Chart of the course of *Diablesse* from St. Thomas to Grenada.

marched landward again and became lost, music and all, among the half hidden houses behind the jetty. Simple islanders they were, black men and women who reeked, one saw, strongly of religion. They were upholding, militantly, what fear of God there was in the island. Valiant Anglican crusaders!

But many eyes had been watching us from the shadows of the casuarinae and the palms — for Bequia people are rather shy — and when we came ashore and the skipper was recognized, they came out on the beach to see with their own eyes "de mon in de boat w'at floy at noight" and was now sailing around in a schooner with his wife. The mate was first stared at and then decked out with flowers. The skipper was more substantially ordered with coco-milk and rum. Would he come to the police station and cure the colored corporal? "De mon" could do anything! It was only tonsilitis that troubled the corporal, and after Fred had fetched the medicine chest, some

(*Continued on page 76*)

Miramar, a 100-foot Diesel-powered Houseboat



Miramar **is a Diesel-powered houseboat designed by H. J. Gielow. Owned by E. M. Statler, Esq.**

The deck dining room of *Miramar* is unusually roomy, with an unobstructed view of both sides.

The living and music room of *Miramar*.

The owner's stateroom is the full width of the yacht, and is as roomy and well ventilated as in a country house.

The after deck of *Miramar* is roomy enough to accommodate a large number of guests.

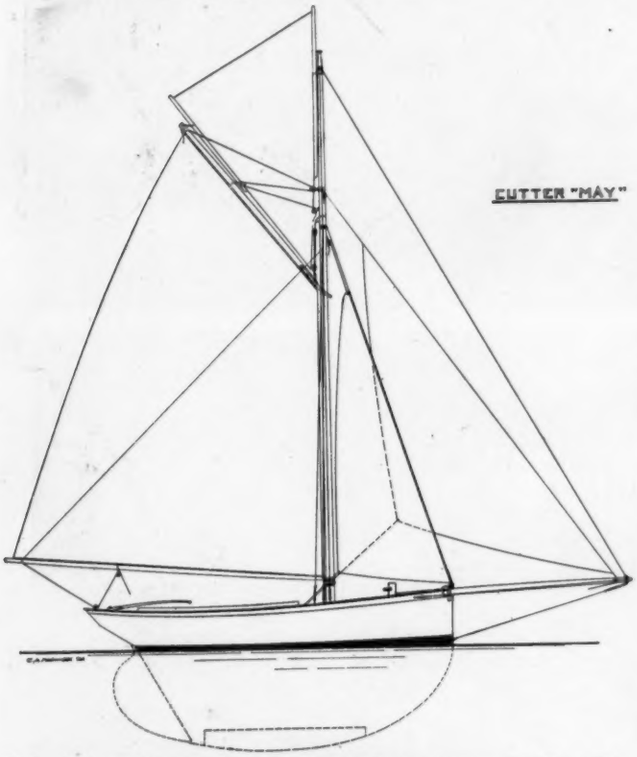
Little Ships and Little Cruises

Sailing Small Boats of Many Types in All Parts of the World

By J. E. Macrae

IN my boyhood days on the Clyde almost every boy had a hankering after the sea. On every lake, and on every stretch of navigable river, could be seen boats and canoes. There is an inheritance of the salt of the sea which still runs strong in my blood; the boy was father to the man. Sailing remains to this day my favorite sport. My business as a steamship man has taken me into many parts of the world and wherever it has carried me, there has always been a boat about somewhere.

Yachting for me began at the age of fourteen. Up to that time I had sailed a bit in any kind of boat that would take me, and thought I knew a lot about dinghies and skiffs, lug-sail racers and cutters. There was no keeping me away from the water. My mother used to say that I would run a mile to get my feet wet.



"My first yacht was, perhaps, the smallest cutter ever built. She was exactly 10 feet 6 inches over all!"

My first yacht was, perhaps, the smallest cutter ever built. She was of oak — a deep keel, straight-stem cutter with a neat little counter. She was exactly ten feet six inches over all; three feet three inches beam, and drew about three feet of water. She had an iron keel weighing about 300 pounds; at least, that was our guess. Anyway she had plenty of ballast and was stiff in any breeze we ever met. She was decked over with the exception of an opening which extended from abaft the mast to near the stern post. This had a coaming, and the forward part had holes bored, through which the jib and foresail sheets were led and belayed to pins in a pin rack made fast inside. There was a floor laid fore and aft. She had a pole mast with wire rigging, forestay and two shrouds on each side set up with lanyards, and the halliards were belayed to a spider band around the mast which also had a gooseneck for the boom. She had a long bowsprit which was rove through a gammon iron on the stem head. The jib was set flying on a leather-covered ring which traveled on the bowsprit and was worked by an out-haul. The foresail was clipped on to the stay and the mainsail had one row of reef points, and joy of our hearts, a jackyard topsail.

Archie Campbell and I, on one of our walks in the country around Glasgow, had found two little sister ships hauled up on the shore of the loch not far from where we lived. They were dilapidated, but we thought we could make something of them. We looked up the owner, an invalid, and asked if the boats were for sale. He listened to us, and I can remember his kindly eyes going from one to the other. He probably thought that a couple of enthusiastic boys might just as well have the boats he could never use again. He made the price £2 — little enough, but a lot of money for us in those days. Still, we managed to get it and became proud yacht owners. We examined the boats that night until long after dark, and finally decided to break up one boat and use the parts and gear to make a good boat of the other.

This was in the Fall, and we worked on her during our spare time all Winter. We painted her topsides a glossy black (no black was ever glossier or smoother), and the underbody was just the right shade of red. She had neat little blocks, each of which we took to pieces, cleaned, oiled and varnished, and we took such pains with our rigging as only boys will. We turned eyes, spliced, served, moused and whipped, and did all the things we thought should be done. In the end we had a very pretty little ship, a model of a real cutter of that day, but big enough for two of us to sail with comfort, and three at a pinch. We named her the *May*, after the Isle of May in the Firth of Forth.

We were proud boys when we hoisted the red ensign to the peak, and the owners' flag snapped in the breeze above the truck. It was a red-and-black flag and little could we foresee that long after Archie had been laid away in a quiet Scottish churchyard, I should be flying that flag over many a strange craft in distant parts of the world.

It was the thrill of my life when Archie let her swing off from the buoy. The headsails filled and as the mainsail caught the wind, I gathered in the mainsheet and felt the little ship answer to my touch on the tiller. We ran across the loch with the wind abeam, came about smartly, ran back and jibed round the mooring buoy. We tried her out, beating to windward, running off the wind, and with the wind over the quarter. We sailed her around in a circle. We sailed her till the breeze died down with the sun. Then we carefully stowed the headsails, put the covers on the mainsail and coiled down the running rigging. We felt like real yachtsmen.

After a Summer of sailing we hauled her up in the Fall, stripped her, put away spars, sails and gear, and built a board roof over her. The next Spring we launched her, freshly painted inside and out, and she sank at her moorings the night after launching. As salvage gear we had only a flat-bottomed boat, some planks and ropes and a bucket or two. We made a float of the planks and between that and the boat, got her off the ground. Her deck was three feet under the surface, so every time we made a line fast we had to go down over our heads. After three strenuous days we raised her. It was valuable experience. As Kipling says,

"The things that you learn from the yellow and brown,
They help you a heap with the white."

I have been concerned in salvage jobs since then, but never one where the work was harder — or wetter.

We sailed that boat for three or four summers until we became too big for her. She taught us to sail, and to do all the odd jobs the amateur likes to do to his own boat. She has long since broken up, but I have never forgotten my first little cutter.

Sailing at Hongkong

My next boat was a long way from Scotland. Between lay thousands of miles of steamer travel, typhoons, gales of wind, and plenty of fine weather. This boat, named the *Pearl*, was thirty-five feet over all, seven feet beam, and about four feet six inches draft. She was built by a Chinese boat builder from her owner's designs and specifications and had been a successful racer in Hongkong. She had an overhang fore and aft and a long open cockpit with a high coaming and hatches to cover most of it, if necessary. She carried a big mainsail and a small jib. The mainsail was a lug sail with a heavy yard aloft and a long boom extending several feet beyond the counter. There was a row of eyelets in a reef band through which a lanyard could be rove, making a lacing reef.

Cruising around Hongkong was restricted to territorial waters as it was not at that time very safe for small craft to sail in Chinese waters. One evening when we were sailing about the harbor, we saw a fleet of junks tacking out of Ly-ee-Mun Pass and determined to see if we could outpoint them. We had heard wonderful stories of how close a junk will sail to the wind, but we found these actually taking two tacks to our one. Once out in the open sea, we found the evening so fine and the wind holding so true, that we decided to sail around the island, about forty miles. Near midnight, in Tytam Bay, the wind failed us and we were becalmed in the middle of a fleet of about two hundred junks, all of them armed and most of them pirates on occasion. When we reached Green Island Pass we ran into a strong head wind. We could not work our lacing reef, and having to jibe in a hurry in a heavy sea, were nearly swamped. In blackness, with the blazing lights of Hongkong shining in our eyes, we had several narrow escapes from running down the large mooring buoys with which the harbor is studded. We were all glad to get in safely, cold and wet and weary as we were. I have never liked lug sails or lacing reefs since.

Fraser River Fishing Boats

My next boat was a Fraser River fishing boat which I bought while she was still building, and finished according to my own ideas. She was double-ended, twenty-six feet long, about eight feet beam, and of light draft, with a wooden centerboard. She was open except for a short deck forward and narrow side decks to the stern, with a low coaming. The rig was very simple — mainsail and jib only. She sailed well, but like all boats of her kind, she could not be forced to windward in any kind of a sea. Otherwise she was very satisfactory, dry and comfortable in a seaway. Her light draft enabled her to go almost anywhere and I found her useful in cruising about the delta of the Fraser River, which is full of sand banks. She made an excellent craft for fishing and shooting in a district where ducks were plentiful and pheasants and willow grouse were not hard to get.

Subsequently I owned several other boats of the same type. The last of the series was thirty feet long and ten feet beam. She was housed in and though there was not much head room, she could sleep four. There was an 8 H.P. kerosene engine in a roomy cockpit aft, and she was schooner rigged. She was able enough to extend the radius of cruising considerably, and found her way up several of the inlets along the British Columbia coast, which run far into the land amidst the most beautiful mountain scenery.

A Yawl on the Pacific Coast

She was followed by a yawl of the "Four Winds" type, designed by C. D. Mower. This was a real little ship and had a very able dinghy to match. I cruised in her from Tacoma as far north as Knight's Inlet and out along the west coast of Vancouver Island, in the open Pacific. I believe she could have gone anywhere. She was not fast in a light wind, but in the heavy weather and big seas on the West Coast, she was in her element. We never had to reef her. I never saw any other small craft as dry and easy in a seaway. And she could always be depended upon to do what was wanted. I parted with her with great regret. . . .

Fraser River double-ended fishing boats.

Independently of the boats I have owned, I have done a great deal of sailing in other people's boats and in various strange craft in foreign waters.

A Catamaran at Colombo

I remember a race on a moonlight night across the harbor of Colombo, Ceylon, to the breakwater and back in catamarans. These boats are dug out from tree trunks and are very narrow. They have outriggers on which, if necessary, some of the crew perch for ballast. The outrigger is always to windward. There is only one triangular lateen sail, and the boat is maneuvered by reversing the sail. The bow and stern are alike so that the boat can sail either end first. There are no complications in changing the steering gear to whichever end of the boat is stern for the time being, as the steering is done with a paddle.

We had six starters. As we neared the breakwater the sea was running a bit wild. The outrigger with the crouching men clinging to it creaked and swayed. The low-hulled boat leaped from crest to crest, drenching us in clouds of spray. It was an exciting race and we came in second.

A year or two later I had a fortnight's cruise in a twenty-ton ketch on the Inland Sea of Japan, from Kobe as far as Shimonoseki. This very picturesque sea made an ideal cruising ground and we were always welcome at the little towns and villages which lie along its shores. As if floating on the sea were little islands, wooded to the water's edge, with golden brown roofs peeping through the dark foliage of the criptomeria. There was much of interest in those days, and we were able to go many places where white people seldom or never went. I have vivid recollections of passing fleets of fishermen working at night by torchlight, looking from the distance like a village afloat; of square-sailed, unpainted junks; of temples with their avenues of torii; of hospitable tea-houses,

and kindly people. I am always glad to have seen this bit of old-time Japan.

I also did considerable sailing in Chinese waters in a big, decked sampan. This boat was about thirty feet long and six feet beam. She had beautiful lines, a sharp sloping bow and a short, semi-circular counter. She had two masts with Chinese battened sails. The sheets were a complicated arrangement of lines made fast to each batten. Each batten had a cane ring which encircled the mast; this made an ideal reefing gear. The crew consisted of four young Chinamen, and an old woman, Ah Soo, commonly called Whampoa Mary, who owned and sailed the boat. She had a remarkable way of perching on the after deck on one foot and steering with the other. Her hands were busy with the sheets from the two big sails. It was pretty to see how she sailed that boat in a stiff breeze, keeping the gunwale just awash — no more, no less. The boys crouched at the foot of the masts, halliards in hand. When a squall struck us, Ah Soo would give a sharp, monosyllabic order. They would slack the halliards and haul the sails down, batten by batten, whilst she handled the sheets. As the squall passed, they would haul on the halliards again, hoisting the sails batten by batten. No racing skipper on Long Island Sound could have got more out of his boat than the old woman did out of hers.

I had occasion to go on board a steamer one evening. When I reached the wharf I noticed that the weather was dark and threatening, and the sea was getting up. Craft of all sorts were hurrying to shelter, but the faithful Ah Soo was waiting for me. We got away under close reefed sails, and as we crossed the harbor, the sea grew rapidly higher under a wind that came down the Ly-ee-Mun in heavy and increasing gusts. I began to think it would be impossible to make a landing on the steamer and had visions of running all the way across the harbor and up by Yaumati for shelter.

The boys squatted by their halliards under a cloud of spray while Ah Soo stood steering and screaming her orders. "You ready?" she called to me, and as the boat rose on the sea, Ah Soo brought her up into the wind and laid her alongside the gangway for an instant. I grasped the chains and swung onto the grating, and turned to see the boat fill away on the other tack. Ah Soo was silhouetted for a moment against the angry sky, busily trimming sheets with both hands and steering with her right foot. I had only a glimpse of a close-reefed sail over the old woman's shoulder. She looked like the spirit of the storm — some Valkyrie of the East, fearlessly tearing along with the typhoon into the night.

That was a terrible night — a short-lived typhoon, which did enormous damage. Ships sank at their moorings; steamers dragged and blundered into each other. Launches, junks and sampans were swept before the wind and smashed into kindling wood against the granite wall of the Praya. An oil-laden junk caught fire, and blazed like a meteor on her helpless way across the harbor. Hundreds of lives were lost. . . . The typhoon passed as suddenly as it had come, and when the sun rose, the harbor lay bright and smiling as if nothing had happened. I had been compelled to remain on board all night, and when I went on deck about breakfast time, there was Ah Soo and her sampan made fast to the boat boom, tidying up as usual.

"You're a good sailor, Ah Soo," I said.

"What you think? Me born sampan, live sampan, by and by die sampan. S'pose no could sail — me shame facey!"

A couple of years ago, I was invited to go racing in a schooner on the River Platte. When I got aboard I found she was a remarkably beautiful cutter. My host, a big, good natured man from Missouri, talked about his schooner. I said, "She's not a schooner; she's a cutter."

"No," he said, "she's a schooner."

"But a schooner has two masts."

"Oh well," he said, "this is a one-masted schooner."

Marblehead at Flood Tide

Eighty Races Scheduled for the Coming Season — Several Innovations to be Tried

By William U. Swan

THE sport of racing yachts, especially small craft, will find its most intense expression in America this summer at that popular marine "arena," Marblehead. At no other yachting center will so many races be held, so many boats compete, or so many enthusiasts hold tillers and sheets. The harbor will be jammed with yachts from late in May to early in October, while between June 13th and September 20th the four clubs having stations on the harbor front will hold no less than eighty events for yachts, ranging from Class D schooners to twelve-foot punts, known locally as Brutal Beasts. In addition, two of the organizations will each make cruises to the Maine coast in which the larger yachts will enjoy squadron runs during the first two weeks in July.

The climax of the season will be the annual race week, beginning on August 8th, in which the Eastern and Corinthian Yacht Clubs will give three regattas each, and the Boston Yacht Club one. Last year over 1300 starters came to the line in the seven regattas. Many of the classes have been augmented since last season and two new classes will appear on the scene, so there is every indication that last year's figures will be considerably increased. Few American sports can make such a showing for any locality.

The Eastern Yacht Club will divide its nine races into three series, with prizes in each class for each series and additional trophies for class champions. The Corinthian season will be comprised of six races in the first series, three in the second, the Mid-Summer, and three in the third, the schedule ending with a grand free-for-all or overtaking handicap event on September 29th, and known as the Chowder Race. In this event the smallest boats are sent away first, followed by the rest of the fleet according to size, some of the big schooners and sloops bringing up the rear an hour or two after the first boats leave. The first boat home is the winner.

Ten classes will be represented in the championship events of the two clubs, while the Brutal Beasts will be divided into two divisions. The classes are the Bar Harbor, 31-footers; Class Q, 25 raters; Class R, 20 raters; Herreshoff, one-design S boats; Class I, Marconi rig; Class I, gaff rig; Manchester, one-design 17-footers; Class O, one-design 15-footers; the foreign built 20-footers known as "Rainbows," and the Brutal Beasts. Two or three odd classes, such as the Bay Birds, the old 14-foot Fish boats and some Marblehead dories may turn up at times, but are not in the regular scheme of things.

During Mid-Summer week classes from other ports will have places on the schedule for the seven races, and this year there will probably be at least twenty of these

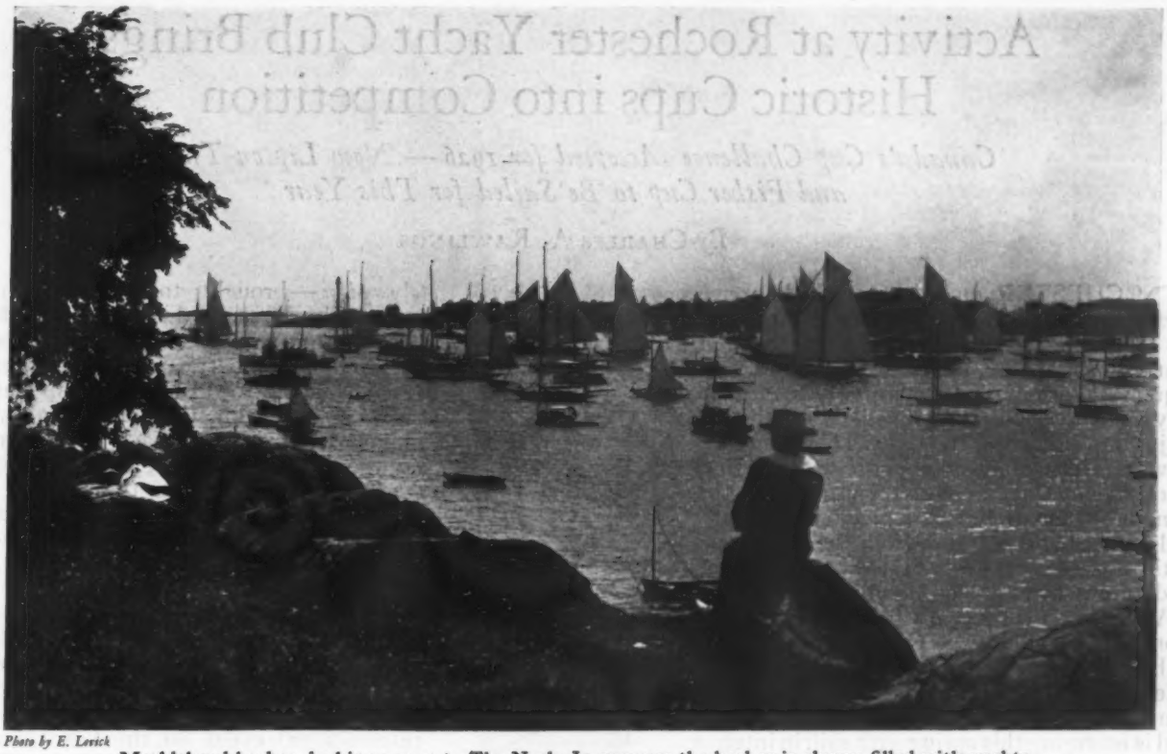


Photo by E. Levick

Marblehead harbor, looking across to The Neck. In summer the harbor is always filled with yachts.

outside fleets from various ports from Annisquam to Duxbury.

It is possible that the new fleet of 18-footers built for ten members of the Manchester Yacht Club will race part of the season at Marblehead, where the facilities for longer courses are better than on the other side of Salem Bay. The new "18's" will be in all seven regattas during race week. Next to the race week, the outstanding features at Marblehead for 1925 will be the international meet for R boats for the Eastern Yacht Club "Ladies Plate," the fifth Massachusetts Junior Championship, the annual regatta of the Eastern Yacht Club for major yachts with the Puritan Cup as the chief incentive, the long-distance race for cruising yachts, and the races between the two juvenile organizations, the Pleon Yacht Club and the Eastern Junior Yacht Club.

The International R Class meet is looming large and is likely to bring together a full score of the latest built yachts of the class, including those built abroad and some of the new Long Island Sound fleet. This event is scheduled for the week of August 3rd, two weeks after the close of the Larchmont week, which will give the Long Island boats plenty of time to be towed through the Cape Cod Canal. Many of the Sound yachts will probably stay over for race week, which follows immediately.

The Corinthian Yacht Club has extended an invitation to the cruising yachts participating in the Larchmont-Gloucester race, which are expected to finish by August 1st, to come across and sail in an open race in Massachusetts Bay, perhaps to Provincetown and return on August 8th.

Nor will the larger yachts be neglected, for the Eastern Yacht Club will hold three races for major boats in Massachusetts Bay on July 2nd, 3rd and 4th, and two days later will start the annual cruise to Maine. This year the Eastern fleet will not go farther east than the Western Penobscot, turning back from North Haven on July 10th for a race to Boothbay and the final run on July 11th to Portland for disbandment. An impromptu race is being arranged from Portland to Marblehead to start late in the afternoon of July 11th.

The chief objection to the squadron runs of both the Eastern and New York Yacht Club fleets has been that they were nearly always started sheet affairs, and few gave any windward work, the prevailing breezes along the coast being southwest. In turning back from North Haven the Eastern fleet will have a fine chance for some on-end racing. The fleet will call this year at Islesboro as usual.

The Boston Yacht Club fleet will start east on July 11th and will probably visit a number of unfrequented harbors in Maine, such as Wood Island, South Harpswell, Lenekin Bay and Tennant's Harbor.

Desirable mooring ground at Marblehead was selling at a premium on May 1st. The harbor has nearly reached its capacity as a marine garage and in a few years the overflow will have to find room at Salem or Manchester. Larger yachts are compelled to lie either at the entrance or far up the harbor, the square half mile of water between the town and the Neck being taken up entirely by the racing fleet and motor boats.

Marblehead offers to spectators unrivalled facilities for seeing its racing events from start to finish. The red granite rocks and soft turf of the lighthouse reservation are open to all hands, with the start of all the races within hailing distance, and the turning buoys out in the Bay may be sighted easily through a small glass. "Names and numbers of all the players" are handed about each day without charge, the directory giving the times of starting of each class and the identity of each boat and her owner. The contest for place at the line can be followed and appreciated by old time yachtsmen, and the different moves can be frequently criticised. Everything is free from the spectators' standpoint except, possibly, the transportation.

The Marblehead schedule for 1925 shows 51 races to be given by the Eastern Yacht Club, 31 by the Corinthian Yacht Club, 8 by the Boston and 2 by the Pleon Yacht Clubs.

Activity at Rochester Yacht Club Brings Historic Cups into Competition

Canada's Cup Challenge Accepted for 1926 — New Lipton Trophy and Fisher Cup to Be Sailed for This Year

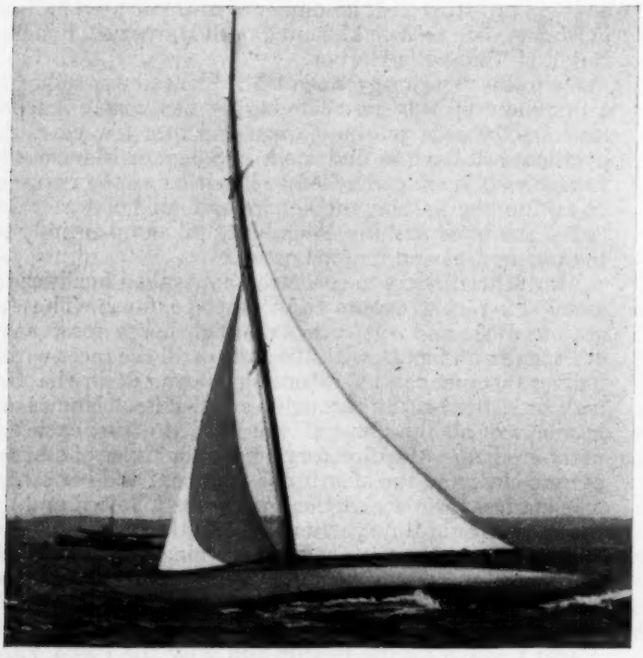
By Charles A. Rawlings

ROCHESTER, on Lake Ontario, has once more embraced her almost-forgotten sailing heritage. For the first time in nearly twenty years, this season will see newly acquired boats of the Rochester Yacht Club playing a decisive part in every contest of major importance on the Lake. There has been a swift return of the competitive spirit that made memorable the club's victories for the Canada's Cup in 1899, 1903, 1905 and 1907, and which kept the club, from the early '90's until several years before the war, one of the leading organizations on fresh water.

A history of the club for the past eight months is not a story of gradual growth. It is rather the tale of a complete metamorphosis. The fleet — 90 per cent power — went into its winter cocoon after the fashion of caterpillars, and is emerging this spring with sail, in interest if not in numbers, predominant.

The new Lipton Cup for Class R competition on Lake Ontario.

Lake Ontario favors two classes: Class P and Class R. Since the season closed last fall three Class R boats, the first ever owned in Rochester, have joined the fleet, and a new one from the board of J. G. Alden is now being shipped from the Lawley yard. The boats in port are: the *Hilda*, one of Alden's late designs, bought by William Barrows; the *Rogue*, formerly of the Chicago fleet, brought to Rochester by W. Peck Farley; and the *Clarice*, formerly of Cleveland, owned by John Barrows. The Class P *Alloede* (formerly *Josephine* and later known as *Wasaka II*) joined *Olympian* — brought to Rochester in midsummer by Dr. P. S. Lalonde — last fall, too late for international competition. She is owned by Lorenzo Mabbett, successful skipper of the *Iroquois* in the 1905 Canada's Cup contest.



Alloede, formerly the *Josephine*, Class P sloop now owned by Lorenzo Mabbett of the Rochester Y. C.

A challenge for the Great Lakes' most famous trophy, the Canada's Cup, first won by the Rochester Yacht Club in 1899, was received in March from the Bay of Quinte Yacht Club, Belleville, Ont., requesting races September 4th, 5th and 6th of this year. To the regret of the Rochester sailors it was necessary to accept the challenge for 1926, due to the late date on which it was received — the deed of gift requiring ten months from challenge to race — and to the overcrowded program already adopted for 1925. Decks are being cleared to make the contest the major international event on the Great Lakes for 1926, if the Bay of Quinte Yacht Club acts favorably on the unavoidable postponement.

Leading in importance in this year's events is the Club's challenge, accepted by the Royal Canadian Yacht Club at Toronto, to renew contests for the Fisher Cup. That old cup, interwoven with enough tradition in the 50-odd years of its existence as a sailing trophy, on salt water and fresh, to be a veritable yachting grail, has not been in competition since 1911. It was successfully defended by the Royal Canadian Yacht Club in that year against the Rochester Yacht Club's *Seneca*. Two years before it had been lifted by the Toronto club from the Rochester organization, which won it originally in 1892.

Class P boats, gaff rigged, have been agreed upon. The Rochester choice will be the winner of a series of trials between the *Alloede* and *Olympian*, and a possible third entry. *Alloede* and *Olympian* will have their present marconi rigs changed to gaff by the club. Lorenzo Mabbett and Frank Christy, both veteran racing skippers, will in all probability be chosen to sail the boats in the trials.

The new Lipton Trophy for Class R competition, given to Lake Ontario this winter by the indomitable Sir Thomas through the Rochester Yacht Club, to further, as he said in his communication, "the glorious and health-giving sport of yachting," will share this season the interest heretofore centered on the George Cup, emblematic of the lake championship. The Lipton Trophy, with all the Class R's on the lake eligible, will have its maiden series at Rochester, probably on July 4th, 5th, and 6th. After this season it will be one of the perpetual challenge trophies in the Lake Yacht Racing Association Regatta, a three days' meet bringing together all the craft of States and Canadian clubs on Lake Ontario.

The George Cup will be defended in late July by last year's Lake Ontario champion *Riowna*, of the Toronto Canoe Club, against the entire lake fleet, including last year's Great Lakes champion, *Nayada*, of the Royal Canadial Club.

If the fleet is complete, 12 Class R yachts will get the gun in the international events this season.

A fleet of Handicap Class yachts waiting for the starting gun off New Rochelle. This picture shows the wide range in types that race together under a handicap system.

The Handicap Yacht Racing Class of Long Island Sound

A New Method of Handicapping to be Tried Out This Year

WHILE in most yachting centers the bulk of the racing fleet is made up of one-design classes, or of special restricted classes that are raced without time allowance, there are in most locations a large number of yachts that do not fit any of these regular classes which can only be raced against each other on a handicap basis. The measure of success of such racing is in direct proportion to the satisfaction of the handicapping. This must be on an equitable basis and one that, theoretically, gives every boat an equal chance to win. Given a good system of handicapping and a fleet that will race more or less regularly, and excellent sport can be had.

When the present Universal Rating Rule was adopted here in 1905 its immediate effect was to legislate out of the racing a great part of the fleet that had been built up under the former length and sail area rule. If these boats were to continue racing something had to be done to form special classes or to put them on a handicap basis. It was at this time that the Handicap Class of Long Island Sound was organized to bring together these outbuilt yachts that found their old classes gone with the adoption of the new measurement rule. Those responsible for the formation of the class in 1906 were the late Theodore Granbery, his son, George P. Granbery, Harry A. Jackson, Dr. A. E. Black, Dr. J. B. Palmer and several others who wanted to see racing for these boats, and for the fleet of fast cruisers such as the Lawley 21-foot and 25-foot knockabouts, continued.

A method of handicapping which was something new in racing circles was worked out. Briefly, this used as a basis of comparison the elapsed time of the various boats in the last four races sailed, and gave as a handicap in the succeeding race a *percentage* of the elapsed time in that race that one boat was faster than another. For instance, if two boats sailed four races in the average time of 180 minutes and 189 minutes respectively, then it was apparent that the faster boat sailed these four races in just 5 per cent faster time than the slower boat, and in the succeeding race the faster boat allowed the other a handicap of 5 per cent of the elapsed time of the next race, whatever that should be. Theoretically, barring flukes and poor sailing, this method gave each boat the proper handicap in each race as proved by the last four races sailed.

Under this system a large fleet of boats was enrolled in the class and for the last 19 years from 25 to 45 yachts have been raced under the percentage emblem. In order that the handicaps need not be too great between boats of various speeds, the fleet was divided into four or more divisions and boats were assigned to these divisions on their speed, rather than on their type. During the past two seasons many of the yachts did not race regularly, and this has caused considerable difficulty in making a fair comparison for basing handicaps. Obviously, if two boats do not come out and race together in four races it is impossible to get a line on their comparative speeds. So this year, to overcome this difficulty, a new system will be tried out. This was devised by a committee headed by Walter S. Sullivan, assisted by G. P. Granbery, B. K. Sharp, H. L. Stone, and H. S. Sayers. The system proposed is as follows:

I. The Executive Committee shall, prior to the opening of the Racing season and prior to the first race day in August, classify all yachts belonging to members in good standing, in divisions according to their relative size and speed; and shall establish percentage handicaps for all yachts which, in their judgment, will place them on an equal footing, no handicap to exceed 10 per cent.

II. All yachts sailing other than scratch, shall receive as a time allowance, their alloted percentage of the fastest elapsed time made by any yacht in their division.

III. In each succeeding race the winner in the last race shall retain the same handicap, the second yacht shall receive one half of one per cent additional handicap, yachts that did not start and yachts that started but did not finish shall receive three quarters of one per cent additional handicap, and yachts that finished but were neither first nor second, shall receive one per cent additional handicap.

(*Continued on page 70*)

Scenes in and about Gloucester. Rocky Neck Cove.
Drawings by S. M. Cox.

Fishermen's huts on Salt Island in picturesque Gloucester Harbor.

Many Entries for the Larchmont-Gloucester Race

JUDGING by the interest already displayed, the long distance race from Larchmont to Gloucester, announced in the March issue of YACHTING, bids fair to stand out as the premier event of its kind on the Atlantic Coast this summer. Although the Committee has not yet sent out circulars or entry blanks, the owners of twenty-seven craft have already entered, and a hotly contested race between various types and sizes of yachts is assured.

The start of the race, originally scheduled for August 2nd, will take place on July 26th, at 2 P.M., Eastern Standard time. This change was made so that yachts could take part in Larchmont Race Week, July 18th to 25th, and start the next day.

As originally announced, boats in Class A, for sloops, Class B, for yawls, and Class C, for schooners and ketches, will be rated under the Universal Rule, with full displacement allowance. Class D, for heavy cruising boats, will be rated for allowance on a measurement of 1/2 (l.w.l.+ l.o.a.), there being no restrictions on sails carried in this class.

For the first time in many years, owners of power-driven craft are taking a decided interest in an event of this length, no less than seven owners having signified their intention of starting. The entries to date, in all classes, are as follows:

Sloops. Azor, Charles A. Marsland; *Duckling*, Charles W. Atwater; *Sagamore*, Henry Meneely; *Carmita*, H. E. R. Hall; Knockabout Sloop, Philip DeWolf.

Yawls and Ketches. Tern, R. N. Bavier; *Dragon*, Frank V. Smith; *Eaglet*, Samuel Wetherill; *Istar*, R. D. Weston; *Stormy Petrel*, C. A. Welsh; *Kilmeny*, W. O. Abbott; *Nahma*, C. L. Harding, Jr.; *Goonie II*, F. W. West.

Gloucester wharves at low tide.

An Italian salt bark from Sicily.

Schooners. Sachem II, R. B. Metcalf; *Malay*, R. W. Ferris; *Malabar VI*, John G. Alden; *Blue Water*, M. R. Smith; *Surprise*, M. S. Kattenhorn; *Caroline*, Roger Young; *Harlequin*, Dr. Geo. W. Warren.

Power Boats. Old Glory IV, George Bonnell; *Tescil*, Charles M. Trunz; *Bayberry*, James P. Stansbury; *Woof*, Charles S. Wills; new 39-footer, Douglas Rigney; *Spindrift*, Ellory S. James; *Decoy*, Frank A. Olds.

An unusual feature of the race will be the radio broadcasting of the progress of the boats. Mr. Douglas Rigney's power boat, equipped with both sending and receiving apparatus, will send out reports at regular intervals, which will be re-broadcast through station WHAG, Richmond Hill, so that all craft in the race equipped with receiving sets, as well as radiophans ashore, can keep in close touch with the positions of the various craft.

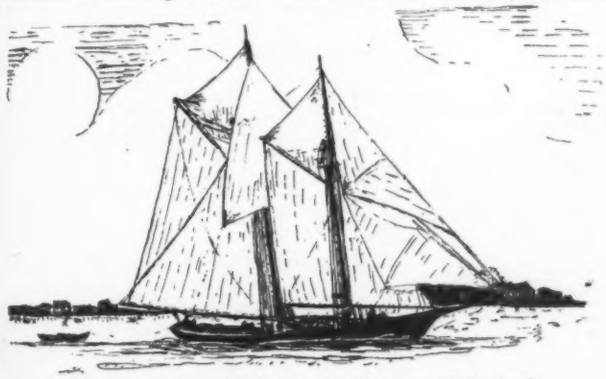
The Corinthian Yacht Club of Marblehead has scheduled a long distance race to start shortly after the finish of the Larchmont-Gloucester Race and invites all of the participants of the latter race to take part in this event. The course will be from 60 to 90 miles in length, for a prize to be known as the Corinthian Yacht Club Cup. It is the intention of the Corinthians to make the classes conform as nearly as possible to those of the Larchmont-Gloucester Race.

Schooner and trawler discharging fish.

Part of the fleet of Italian fishing boats.

A Cruising Club Handicap Race for Auxiliaries

AT a dinner of the Boston members of the Cruising Club of America held on March 6th, Vice-Commodore George Doane announced a handicap race for auxiliaries to be held in New England waters on July 18th. A cup, to be known as the Gloucester-Cape Elizabeth Trophy, has been anonymously offered for this event, with the intention of stimulating interest in an annual fixture patterned after the successful Bayside-



A Gloucester "toothpicker" standing out of the harbor.

Block Island Races. The announcement yielded enthusiastic response. Eight yachts were immediately entered, notwithstanding that the race committee had not been formed nor any conditions laid down for the race.

Subsequently a committee was formed consisting of George Doane, Chairman, Henry A. Wise Wood, "Sandy" Moffat and Joe Guild. July 18th was selected as the date, after careful consideration of the dates of other fixtures with which this race might conflict. The committee believes that contestants who wish to participate in the Larchmont-Gloucester Ocean Race starting July 26th will, in view of their auxiliary power, have ample time to reach Larchmont. Starting time was set for 6.00 A.M.

The course is from a starting line between the light on Eastern Point Breakwater and the Committee Boat, to whistling buoy 2-A, approximately a mile from the start, thence rounding Portland Lightship (either hand) and return to the starting line, leaving whistling buoy 2-A to starboard. Contestants will hail Portland Lightship while rounding, giving name. There are no other restrictions as to course.

Crews are to be all amateur. No professional or paid hand is to be aboard any yacht in any capacity during the race. There are no restrictions as to sails. Gasoline is to be limited to 15 gallons only, which may be used at will. No credit will be given for unused gasoline. A time allowance will be given of ten minutes per overall foot, to the nearest half foot, for all rigs for the course. Yachts must be in regular cruising trim and in addition to the equipment required by Federal regulations must carry one life preserver on deck, compass, charts, lead and line, two anchors and cables and a tender. A rendezvous will be held inside Eastern Point Breakwater between noon and 8 P.M. Friday, July 17th. At this time the Committee will visit each contestant, determine overall length, furnish the gasoline to be used during the race (at current market price) and seal those tanks which will not be used.

The race is open to any auxiliary yacht in cruising trim measuring not more than 50 feet overall, whether belonging to a yacht club or unattached. There is no entry fee. The Committee extends a cordial invitation to all qualified yachts to participate.

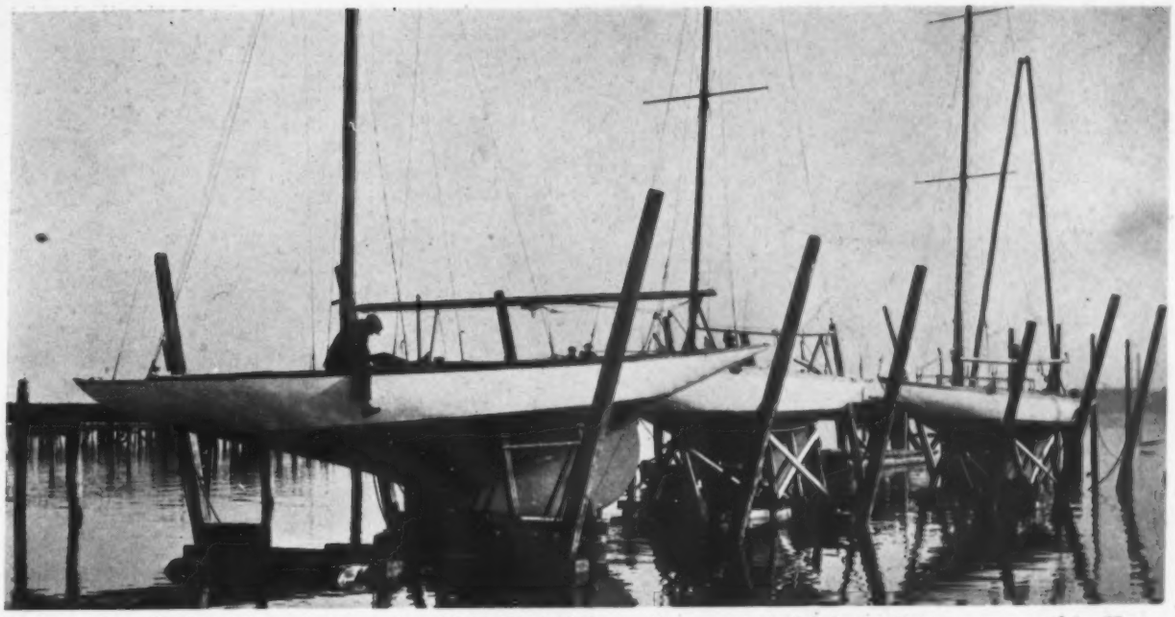
Entries close at noon, July 15th, and should be sent to George Doane, Chairman, P. O. Box 5253, Boston.

Judging by the interest already shown there will probably be a large fleet of starters. The following yachts constitute the first entries:

Yacht	*Overall Approx. Length*	*Rig*	*Owner*
Mary Ann	41′	Schooner	John Parkinson
Sea Lure	40′	Schooner	George Doane
Myrtle	30′	Sloop	Trevor Hogg
Shag	29′	Sloop	John Robinson
Vagrant	40′	Yawl	William H. Coolidge, Jr.
Brant	32′	Yawl	Alexander W. Moffat

At anchor back of Ten Pound Island.

Socking it to her! *Thistle*, one of the Herreshoff 15-foot one-design class of the Watch Hill Yacht Club beating out of Stonington Harbor in a fresh breeze.



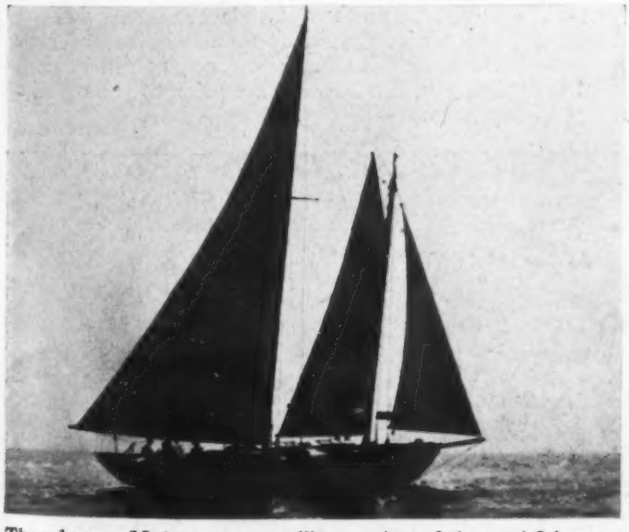
The first of the Six-Meter boats to go overboard from Nevins' Yard. The one at the left is the *Betty*, now owned by Henry L. Maxwell. The next is *Red Head*, the new boat designed and owned by Clinton H. Crane. At the right is the *Lanai*, also designed by Crane for a Seawanhaka syndicate

The Month in Yachting

The New Six-Meter Yachts

THE two new Six-Meter yachts designed by Clinton H. Crane in the hope of bringing back the classic Seawanhaka Cup, now held on the Clyde, were launched early in April from the yard of their builder, H. B. Nevins, City Island, and at this writing have already had two or three trials under sail. It is, of course, too early to pass an opinion on the merits of the two new boats, as they have not been thoroughly tuned up and have, so far, only been tried out against the *Betty*.

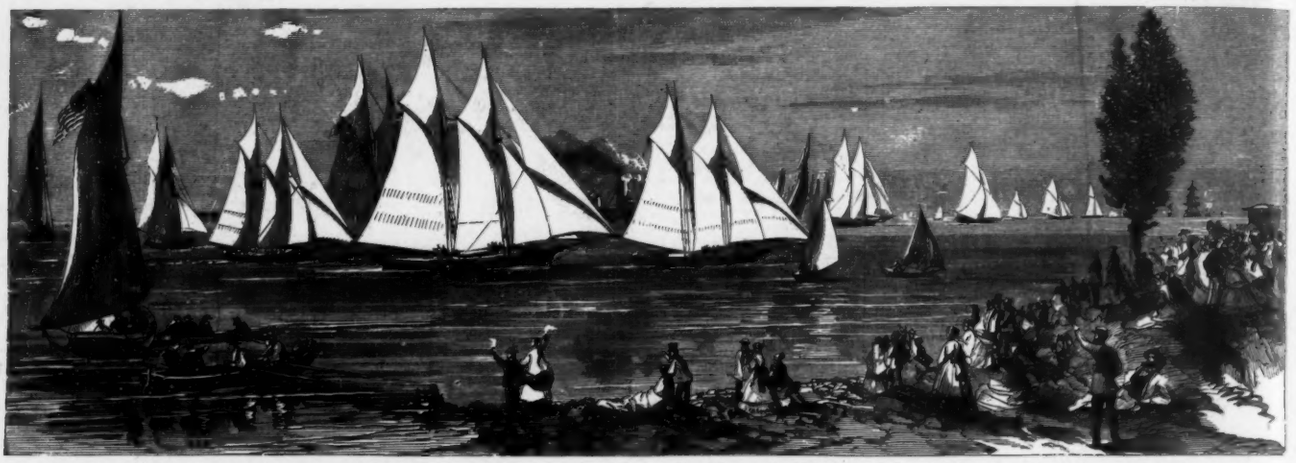
In their initial trials they performed satisfactorily and gave evidence of speed on the reaching and running legs, points on which our Sixes have usually been inferior to the British boats. They were designed with the prevailing British conditions in view. The Crane boat is named the *Red Head* and is quite a departure from any previous American boat. She looks powerful, with a very long after overhang which should make for stability in a breeze, while the bow overhang is short and full. From the lower end of her stem, the keel rakes sharply in almost a straight line to the heel of the rudder. She has very pronounced tumble home to her topsides, which makes her look narrow on deck. Her freeboard is excessive.



The schooner *Malay*, a new auxiliary cruiser of the semi-fisherman type, owned by Raymond W. Ferris. She is 45 feet long over all and was designed by W. J. Roue, of Halifax, in conjunction with Ford and Payne.

A Herreshoff Class S yacht. These little boats have become very popular and a number of new ones have been built for Bar Harbor and the Sound this Spring.

The Syndicate boat is named *Lanai*. She is more conventional than the *Red Head* and yet is quite different from the former American boats. Her forward overhang is long with rounded sections. Both boats have long straight buttocks and should be fast on a reach or run. The masts have excessive rake, after the British practice.



The New York Yacht Club Regatta of June 18th, 1868, from a wood cut in Harper's Weekly, July, 1868. Some of the yachts got as far as Sandy Hook Lightship, but owing to the lack of wind they did not finish within the time limit.

Fifty-Footer *Mystic* Goes to the Lakes

WITH the sale last month of the 50-footer *Mystic*, formerly owned by C. D. Mallory, to Mr. James O. Heyworth of the Chicago Yacht Club, the Sound loses one of its best-known racing yachts and the 50-foot class is short of a boat which has raced very consistently since the class first came out. When the Larchmont Class O *Celeritas* was purchased by Fred Price this winter, "Jim" Heyworth hunted around to get something that would have a chance to beat her in the Lake Michigan classic, the Mackinac Race. *Mystic* is one of the few boats that would have a chance to save this race for the larger boats. The small Universal Class sloops, the P's, Q's and R's, have had a monopoly on this race the last four or five years, and it will take a yacht such as the *Mystic* to beat them. Well handled, she should have a fine chance.

Mystic was formerly the *Grayling*. She was owned by ex-Commodore J. P. Morgan from 1913, the year she came out, until she was sold last year to Mr. Mallory, who raced her all season and won the Puritan Cup in her in the Eastern Y. C. Annual Regatta. Her name has been changed to *Polaris II*.

A New International Six-Meter Team Race

A CHALLENGE for a team race in six-meter yachts received by the Seawanhaka Corinthian Yacht Club of Oyster Bay from the Scandinavian Yacht Racing Union has been formally accepted by the Seawanhaka Club, the races to take place off Oyster Bay early in September. There will be four boats on each team, the Scandinavian craft representing the Royal Swedish Yacht Club, the Royal Danish Yacht Squadron, the Royal Norwegian Yacht Club and the Finnish Yacht Racing Union. The boats to represent the United States will be chosen in a series of elimination races to be held the latter part of August.

Yacht Racing Association Entry Lists and Racing Numbers

THE Executive Committee of the Yacht Racing Association of Long Island Sound will have charge of the assignment of racing numbers for new yachts, and applications for numbers should be made to the recorder, W. P. Stephens, 3716 Bay Street, Bayside, N. Y. Numbers for the Per Cent Handicap Class will be assigned by the Treasurer of the Class, F. E. Raymond, 290 Church Street, New York City; and numbers for the Star Class will be assigned by George W. Elder, Jr., 105 West 55th Street, New York City. All yachts of the 31-ft. Class and under shall carry numbers not less than 15 inches in height; yachts in the classes over 31-ft. shall carry numbers not less than 18 inches in height.

Entries for the whole season should be filed with the recorder; entry forms will be sent out shortly to all yachtsmen who raced on the Sound last season; all not on the 1924 Racing List should apply to the recorder for entry forms. The new Racing List for 1925 will be compiled early in May, for distribution prior to the opening race on May 30th.

How many yachtsmen will recognize this home of the New York Yacht Club on Staten Island? The club moved from Hoboken into these quarters on the Upper Bay in 1868. From Harper's Weekly, July 4th, 1868.

A Bit of Yachting History

Of the Famous Controversy Between the Advocates of the Centerboard and Cutter Types

By "ART" WENDELL
Illustrated by DARRELL MCCLURE

IN the dim and murky past, before the advent of the present Benevolent Brotherhood of Boatmen, the Noble Sons of Corinthia were divided into two warlike Clans: the "Centerboard Bugs," a purely American Fraternity, and the "Cutter Cranks," an Alien Order which originated in the Fatherland of Yachting.

The "Bugs" gained their sobriquet from the manner and locations of their early training — those in the East in navigating the Dew on the Jersey Meadows and the Mists over Gowanus Bay; those in the vicinity of Detroit (another Hotbed of the "Bugs") in voyaging among the Mud Hens in the Marshes of Lake Ste. Claire. Hence the necessity of the "Bugs" to confine their Passion for the Sea to yachts (?) in which the accommodations were Horizontal rather than Perpendicular in aspect. As a result, when the Off-Watch went below he was mighty glad that he hadn't forgotten how to Creep. If he needed a Bracer he took it Lying Flat on His Back (which was the sum-total of a "Bug's" knowledge of Deep Draught). A "Bug" thus learned early in life to dispense with a Glass. Consequently he is not inconvenienced by the Present-day Necessity of carrying It on his Hip. This habit also gave Berth to the Pullman Idea. So it is only fair to credit the "Bug" with having contributed to the Comfort of Transportation on Land. It would be charitable, therefore, to condone his Insistence upon Discomfort at Sea.

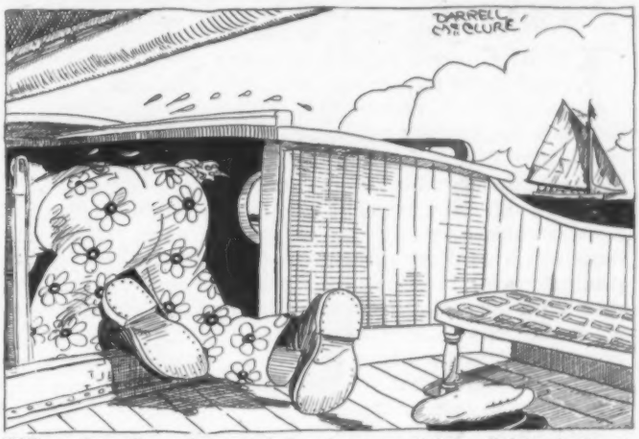
The "Cranks," on the other hand, swore by an entirely different Instrument of Nautical Pleasure, known as a Cutter. Like many other Feminine Celebrities, she

"While the cutter was perpendicularly constituted, when under sail she was horizontally inclined."

got her Name from the Rags she wore, and her Fame from her Shape.

This Imported Plaything was the outcome of a Scotchman's Thrifty Idea to make One Rule do the work of Two. So the Noble Sons of the Fatherland simply Pirated the British Tonnage Rule from the Queen's Admiralty, the Art of Formulae-Making then being in its Infancy. Which led them to the task of doping out the R. M. of their Pleasure Vehicles by the same method employed in measuring the Carrying Capacity of their Coal Barges. This attempt to Combine Business With Pleasure produced, not a Yacht, but a Paradox — for, while the Cutter was Perpendicularly *constituted*, when under sail she was Horizontally *inclined*.

This peculiarity caused her Crew never to deviate from the good English Custom of taking a Morning Tub — whether they needed it or not. Which probably accounts for their being such Clean Sportsmen that, after seventy-



"When the off-watch went below he was mighty glad he had not forgotten how to creep."

four years of Bitter Bickering, we are more friendly with the Limeys today than ever before.

In fact, even the most confirmed Yankee "Bugs" have now forsaken Beam, Beef and Bags for the Plank-on-Edge. So don't be surprised this Summer if you see our Most Illustrious Sons of Corinthia attired in either a Bathing Suit or B. V. D.'s when sailing their "R" boats on the waters once strewn with twisted centerboards and broken bowsprits!

NOTE. *The author wishes to acknowledge his indebtedness for the historic data in this story to Mr. W. P. Stephens, whose life was constantly in jeopardy during the '80's because of his able writings on the Virtues of the Cutter.*

Here's a Gem

AN excellent example of yachting as it is frequently reported in the daily press is the following extract from one of the New York evening papers which appeared early in April, describing one of the new R Class.

"The *Quiver* is a good sample craft of this class. Her mast is stepped just abaft the beam about as far from the stem piece as the old "Irish Fisherman" class that used to claw off a lea shore along the New England coast used to have. Her fore-topmast staysail leads to a point about half way from stem to step, and the leach of her mainsail is just out to the point above the juncture of the keel and sternpost. This gives a spoon bow forward of the sail pressure, and counter stern aft of it, permitting stability and aptness in handling, with a tremendous up and down spread of sail. There is no gaff, but the sail area of the mainsail combines the old style mainsail and gaff topsail, but being one piece of canvas gains in total sail spread and suffers no loss at the old bend when the gaff topsail was brailed out."

Yachting

Herbert L. Stone, Editor

Samuel Wetherill, Associate Editor

Editorial

Racing Machines

THERE seems to be a tendency among some naval architects to turn out what might be called "racing machines" rather than the wholesome type of racing boat that our present rating rule was designed to encourage, and a demand among racing men for speed, even at the sacrifice of every other consideration. Of course, if our measurement rule leaves loopholes that will allow an unwholesome type of hull, one cannot blame the designers for taking advantage of them if they tend to produce speed; but it is a little harder to conceive of racing men standing for, and in some cases apparently preferring, a "freak" that has no redeeming qualities except speed. Extremely narrow beam, long ends, very little freeboard and cabin houses that are jokes do not make a type of boat one wants to encourage.

Mechanical devices are becoming so numerous as to make boats lose all semblance of what has been our preconceived idea of a yacht. A new device tried out in New England waters lately is one which allows the whole mast and rig to be raked at almost any desired angle in a fore and aft direction. The two headstays come down through the forward deck, over sheaves, and are attached to tackles or a winch, and the mast step is in a socket so that the mast may be pulled way forward, or slacked aft, changing centers and playing "hob" generally with the measurements of the fore triangle. Another boat, building this year, is of a new form of construction, which has no wooden frames at all in the hull and only four steel frames over which the planking is laid and strapped. How she will get by on the scantling restrictions of our present rule remains to be seen.

Of course, no set of rules should be so rigid as to prevent the development of yacht design, but this development should be within certain limits and should not be allowed at the expense of those elements which make for a seaworthy and able boat, and one as comfortable as her dimensions will allow. With the new boats building this summer we ought to be able to get a pretty good line on whether these extreme types have the one thing that they were apparently built for — speed. Most of us remember the extreme freaks developed under the old length and sail rule, before it was discarded. Don't let's go to the same extreme again before we find a remedy for this state of affairs.

The Scandinavian Six-Meter Match

The challenge of the Scandinavian Yacht Racing Association for a series of team races to be sailed here next September was welcomed by the Seawanhaka-Corinthian Yacht Club, the organization under which all of the International Six-Meter matches in this country have been sailed. The season was already a full one, but this match will make a fitting wind-up to it.

To the best of our recollection this is the first time an international match of this character has been sailed with the Scandinavian countries. Norway, Sweden, Denmark, and Finland will each be represented by a yacht. They have good boats and good sailors in those countries. Most of us here do not realize the extent of the racing in the smaller classes among the Scandinavians. Norway, Sweden and Denmark all have good sized fleets of modern yachts. The Six-Meter fleet is unusually large and popular. Johan Anker, who will be over here this summer in one of his own boats, is one of the foremost designers of the world. He is largely responsible for the present International Rating Rule. Benzon, of Denmark, is another clever naval architect. The Scandinavians have many boats from Fife's design in their fleets and they will undoubtedly send a worthy team to meet the best we have.

Tell Us What You Are Doing

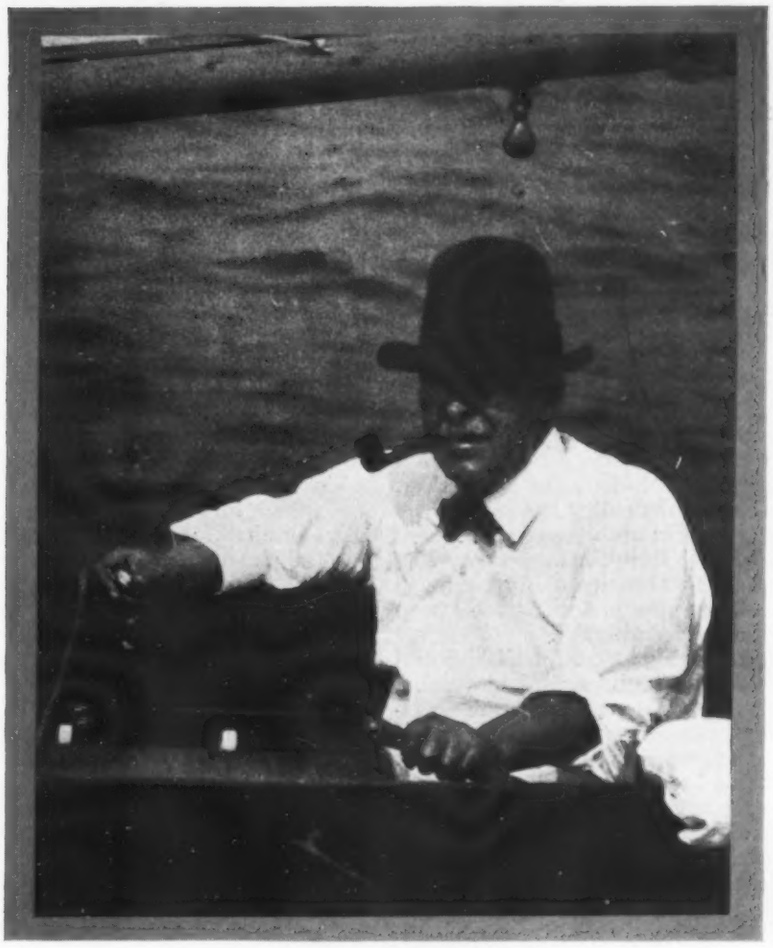
Every now and then we feel that we may be neglecting certain localities in the matter of news or of accounts of their yachting activities. We aim to cover the sport in every section of the country. Naturally, we can't be expected to know everything that's going on everywhere that boats are sailed, without being told. If club secretaries or regatta committees won't send us word of what is going on in their clubs, we cannot pass the word along. Just now we're making up our schedule of the season's activities. Although it is the middle of April, racing schedules of but three localities have been received. What's the poor editorial staff to do? YACHTING covers with its own staff, or by correspondents, all of the more important yachting events. But unless we get some help from the yachtsmen and yacht clubs themselves we can't get *everything* of interest.

Most yacht club secretaries don't do enough corresponding to suffer from writer's cramp. We wish more of them would get that complaint by sending in club news.

The Gold Cup Races

Plans for the big power boat regatta on Manhasset Bay the end of August are taking shape satisfactorily. The Gold Cup Committee appointed by President F. R. Still, that has the affair in hand, is an efficient one and will do its work well. It is proposed to bring the biggest fleet of high speed boats to New York that has ever been gathered for an event of this kind. Already a most satisfactory list of entries has been received for the scheduled events. These include, besides the Gold Cup Races, a race for cruisers from Philadelphia to Manhasset Bay for the James Craig Trophy, The Express Cruiser Championship from Middletown to Manhasset Bay, the race for the Dodge Memorial Trophy, for the 151 Class of Hydroplanes, The Handicap Championship of America, and others. It promises to be a big week at the staid Long Island Port.

In the World of Yachting



W. BUTLER DUNCAN

FOR the past thirty years or more William Butler Duncan has been so intimately identified with the development of yachting and yacht racing in this country that his name is known wherever yachts are sailed. As a skillful helmsman, as the manager of America's Cup yachts, and as a dominating power in the framing of our present rating rule he has been equally prominent.

In 1899 he was in charge of the sloop "Defender" when she was used as a "trial horse" for the "Columbia," built to meet the "Shamrock 1" on Sir Thomas Lipton's first challenge for the America's Cup. Two years later he was in charge of the new "Constitution," built for the Cup race of that year, with Uriah Rhodes as skipper. He was a member of the Selection Committee in the last race for the Cup, scheduled for 1914 but postponed to 1920 by the war, when "Resolute" was named as the defender.

When the Thirty-foot Class came out in 1905, Mr. Duncan owned one of the original boats, the "Dahinda," and raced her for several years. Among other boats that he has owned were the famous cutter "Huron" and the "Waneche," a Herreshoff launch. In 1909 and 1910 he sailed on the Class K sloop "Aurora" with Cornelius Vanderbilt, and carried that yacht through to Portland in the big blow of 1909, which scattered most of the fleet in the cruise that year. In 1910 he won the King's and Astor Cups in the same yacht. In 1912 he organized the present Sound Schooner Class.

Mr. Duncan has served as Rear and Vice Commodore of the New York Yacht Club and is now Fleet Captain of that organization.

More About *Eaglet*

Some "Dope" on the Interior Layout, the Auxiliary Installation, and Construction Details

By SAMUEL WETHERILL

I HAD a number of very set ideas about the interior layout of *Eaglet*. She must have *real* cruising accommodations for four people, for short or long trips. She must have a really *practical* galley, a good toilet room, ample hanging locker space, and just as much general stowage space as could be crammed into a boat of her dimensions. Full headroom, few bulkheads and good floor space were other considerations which I had constantly in mind when struggling to "dope out" a successful cabin plan. After fussing with, and fretting and fuming at, half a dozen different layouts, and numerous variations of each, I finally hit upon the plan which, with one or two alterations suggested by Alden, comes nearest to meeting the various requirements I was striving to fill.

Coming down the companion steps we find, on the port side, a real galley with coal stove, sink, coal and wood lockers, and lots of shelves and lockers for pots, pans, supplies, etc. This location for the galley has several decided advantages. It is in that part of the boat where there is the least motion; the warmth from the stove, traveling forward, will warm up the whole boat on chilly evenings; and the cook can spend a lot of time on deck and still keep an eye on what's going on in his bailiwick.

Opposite the galley is a hanging locker for oilskins and rough clothes, so that anyone going below in foul weather can discard and stow his dripping garments before entering the main cabin. Abaft this locker is a quarter berth, with an ice box under it at one end and a locker at the other. The cushion for this berth, of the built-in spring variety, is made in two sections, for easy access to either the ice box or the locker.

The main cabin is amidships. The transom cushions rest on the new "low-hung," or flat type, springs, which make fine seats in daytime, and excellent berths at night by the simple expedient of raising the springs at each end by short pieces of 2 by 4, easily and quickly inserted. Backboards on each transom will give stowage space for bedding during the daytime, the rest of the space being utilized for bookcases, shelves, etc. The usual lockers under the transoms will come in handy for the stowage of miscellaneous gear.

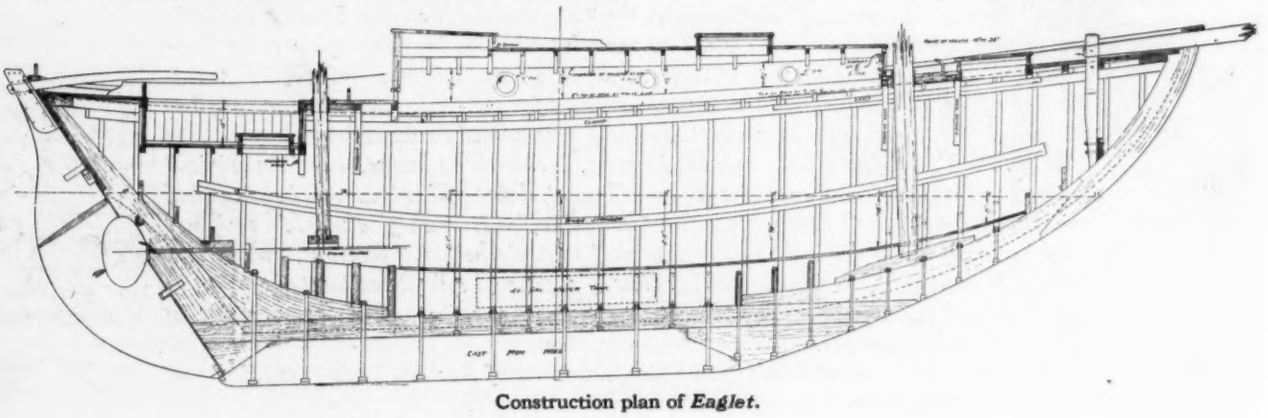
Forward of the main cabin, on the starboard side, we have worked in a toilet room, with toilet, wash basin, and shelves for linen and toilet articles. This encroaches somewhat on the floor space forward, and leaves a narrow entrance to the forepeak. But it gives the advantage of being able to shave and wash without bothering — or being bothered by — the rest of the crew, and provides a permanent stowage place for linen and toilet articles — no digging around in a suit case every time you want to wash your teeth or brush your hair. Altogether, I believe the advantages far outweigh the disadvantages. A hanging locker opposite the toilet room will take care of four or more suits of "shore clothes," with room for shoes at the bottom.

In the forepeak, which is ten feet long, is a pipe berth with a beam of 24", the rest of the space being used for stowage of all kinds of gear, such as spare anchor and cable, suit cases, light sails, and what not. A 24" pipe berth, with a thick, soft mattress on a properly laced canvas bottom, is not the world's worst bunk by a long shot. Folded up when not in use, it leaves plenty of room to roam around and arrange and stow the various duffle which seems always to collect in this part of all small craft. So-called "forward staterooms" in this size boat are usually uninhabitable on account of the accumulation of gear, and really resolve themselves into a forepeak after all.

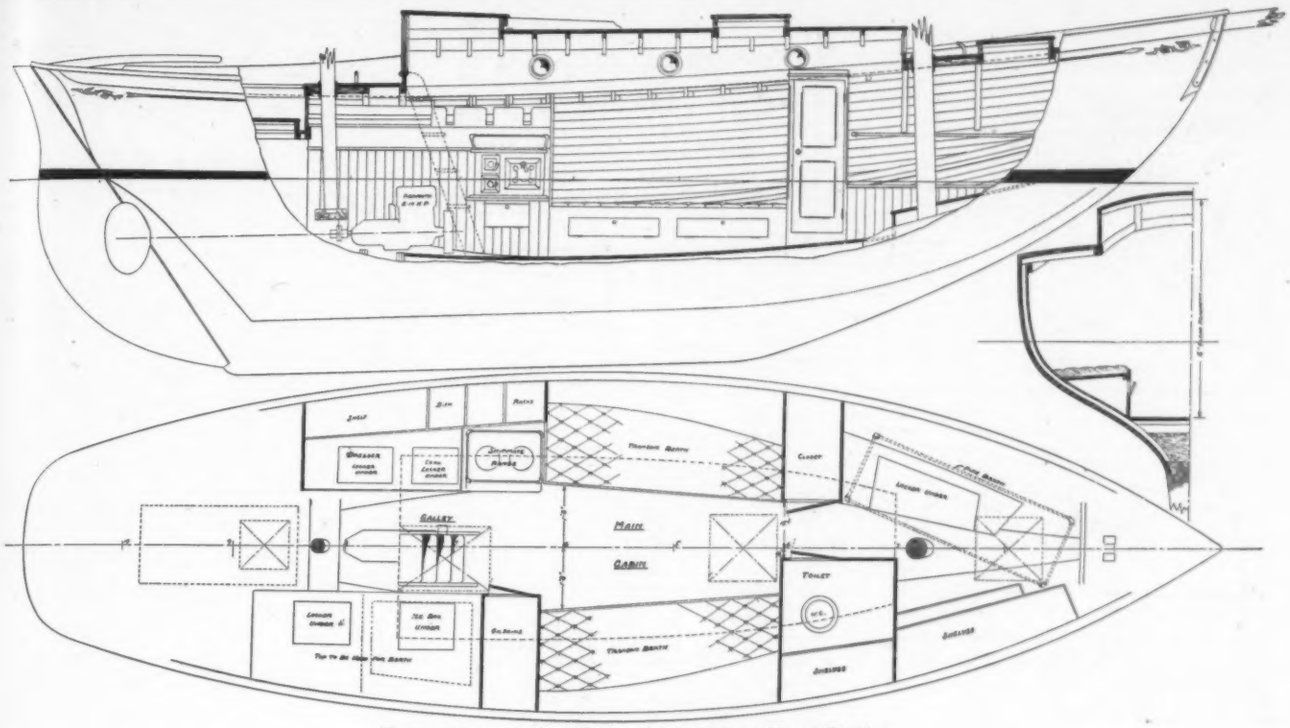
The lazarette aft, entered either from the cabin or the hatch in the cockpit floor, gives additional space for storing light sails and odds and ends of all kinds. I am strong for plenty of storage space in small cruisers. You can't get too much of it.

Having described as best I could the various features which I hope will make *Eaglet* a comfortable, livable cruiser for four people to enjoy life in, let's see what kind of a "put-put" will kick her along in calms, and where and how it is installed. Now, if *Eaglet* had been a sloop, schooner or yawl, her deep after sections would have allowed the motor to be installed well aft and out of the way. But, for reasons explained in my previous article, *Eaglet* is a ketch, and the position of the mizzenmast necessitates placing the motor forward of it, under the bridge deck, the mast going through the bridge deck and stepping in a well-braced tabernacle, under which the shaft runs.

Most motors are quite unsuited to small auxiliaries. Some are heavy, bulky affairs. Some are oil-dripping contraptions, and noisy. The slow turning motors turn a large wheel, which is a big drag when under sail. The high speed affairs are not generally considered efficient in a slow-moving, heavy hull. So, I hunted around for a medium speed machine, of around 10 h.p., which would be compact, clean, efficient, smooth running and quiet. I found it in the 2-cylinder, 4-cycle Kermath, Special Coast



Construction plan of *Eaglet*.



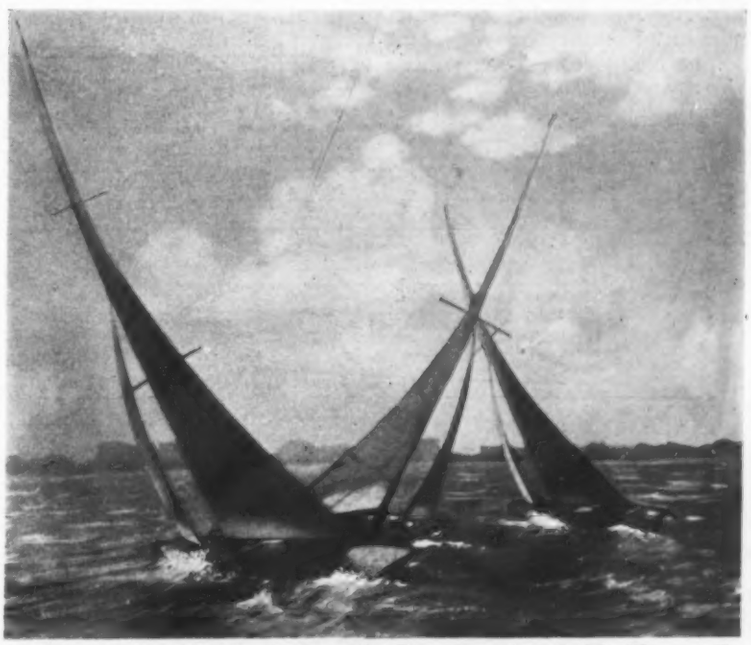
The accommodation plan and inboard profile of *Eaglet*.

Guard Model, developing 8-10 h.p., which is the same in every way as the 6-8 h.p., except that it has a slightly larger bore and a little heavier flywheel. All working parts are enclosed, assuring cleanliness. With reverse gear included, it measures but 38″ over all, is decidedly compact in every way, and, judging from results obtained in other hulls, should drive *Eaglet* between five and six miles an hour when turning up about 700 r.p.m. It has magneto ignition with impulse coupling, and delivers its power through a Thompson feathering propeller of 18″ diameter and 14″ pitch. The hull under the engine will be filled in with cement, well painted. This will not only help to dampen vibration, but will make it an easy matter to wipe up any oil, grease or water drippings or spillings. *Eaglet's* bilge will not be an oily, smelly cesspool if I can help it.

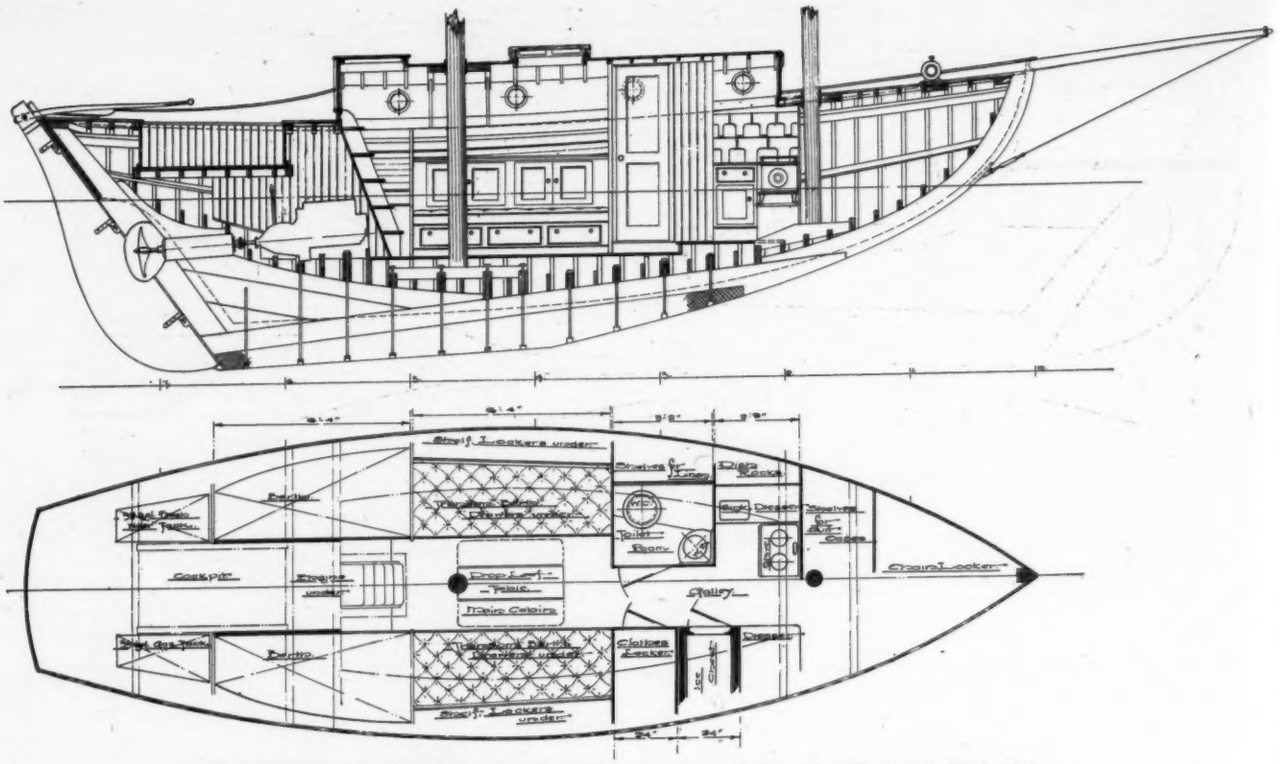
Two gasoline tanks, of 25 gallons capacity each, are installed under the cockpit seats, where they take up but little room; and as one filling will give *Eaglet* a "steaming radius" of around 250 miles, bothersome fueling operations will be few and far between.

I won't go into a tiresome story of all the details of *Eaglet's* construction, but will simply give a few of the most interesting features. Sturdiness is the keynote. Keel, deadwood, frames, knees, etc., are of white oak, planking of hard pine, galvanized fastened. The keel is an imposing slab of timber, 8″ by 14″; frames are moulded 2″, sided 1½″, spaced 12″ on centers. Planking is 1⅛″ finished. The deck will be 1″ pine, canvas covered. The heavy oak floors are replaced amidships and in the way of the mainmast by galvanized iron floors. The space gained allows the placing of a 50-gallon water tank amidships under the cabin floor, where it will not affect the trim of the boat whether empty or full; and by lowering the floor forward, several inches of headroom is gained.

Theoretically, at least, *Eaglet* looks to me like a pretty fine small auxiliary. Whether she will come up to expectations or not will develop later on, after she has been put through her paces in all kinds of wind and water, cruising and racing. We'll see how she acts and handles in smooth and rough water; whether or not she'll hold a course with the helm lashed; how she sails against other craft; and whether she turns out to be a really comfortable, livable craft in which three or four chaps can go off on a cruise of a day or a month and really enjoy themselves, day or night.



At close quarters. *Nayada*, the Canadian Class R yacht sailed by Norman R. Gooderham, on the port tack, crossing *Ariel* by a few feet and passing astern of *Mebleh* without altering her helm, in the race for the Richardson Cup, off Chicago, last September. As a yachting picture it is unique.



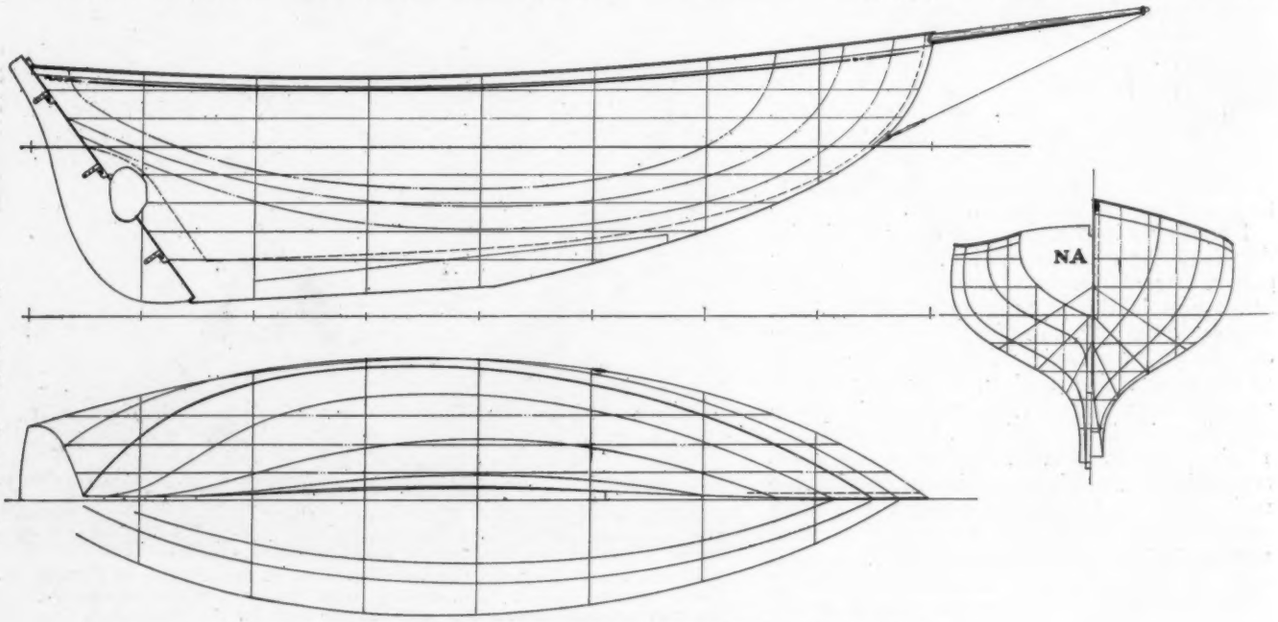
Construction plan of 32-foot over all auxiliary schooner, designed by Chester A. Nedwidek.

An Attractive, Small Auxiliary Schooner

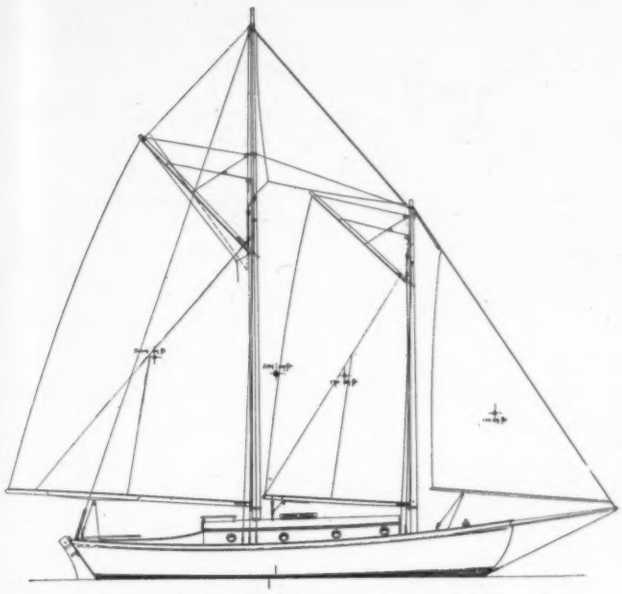
BACK in April, 1924, we published the plans of a 32-foot auxiliary schooner drawn by Philip L. Rhodes from some sketches sent in by Mr. Karl K. Rathford, a yachtsman of Tacoma, Washington. So attractive did this small craft appear that Chester A. Nedwidek, naval architect of New York, got to work recently and, using Mr. Rhodes' sketches as a starting point, worked out a new set of lines embodying some ideas of his own.

The Nedwidek schooner has a very similar body plan to the Rhodes boat, the main differences being a slight increase in beam, somewhat fuller sections forward and aft, and a transom stern with outboard rudder. The cabin layout shows two quarter-berths, main cabin amidships with two transom berths, toilet room and galley on port side forward, with clothes locker, ice box and dresser opposite. A Model Z Gray motor is shown installed well aft under the bridge deck, where it is out of the way.

The sail area of 584 sq. ft. in the three lowers should



Lines of small cruising schooner designed by C. A. Nedwidek.



Sail plan of 32-foot cruising schooner.

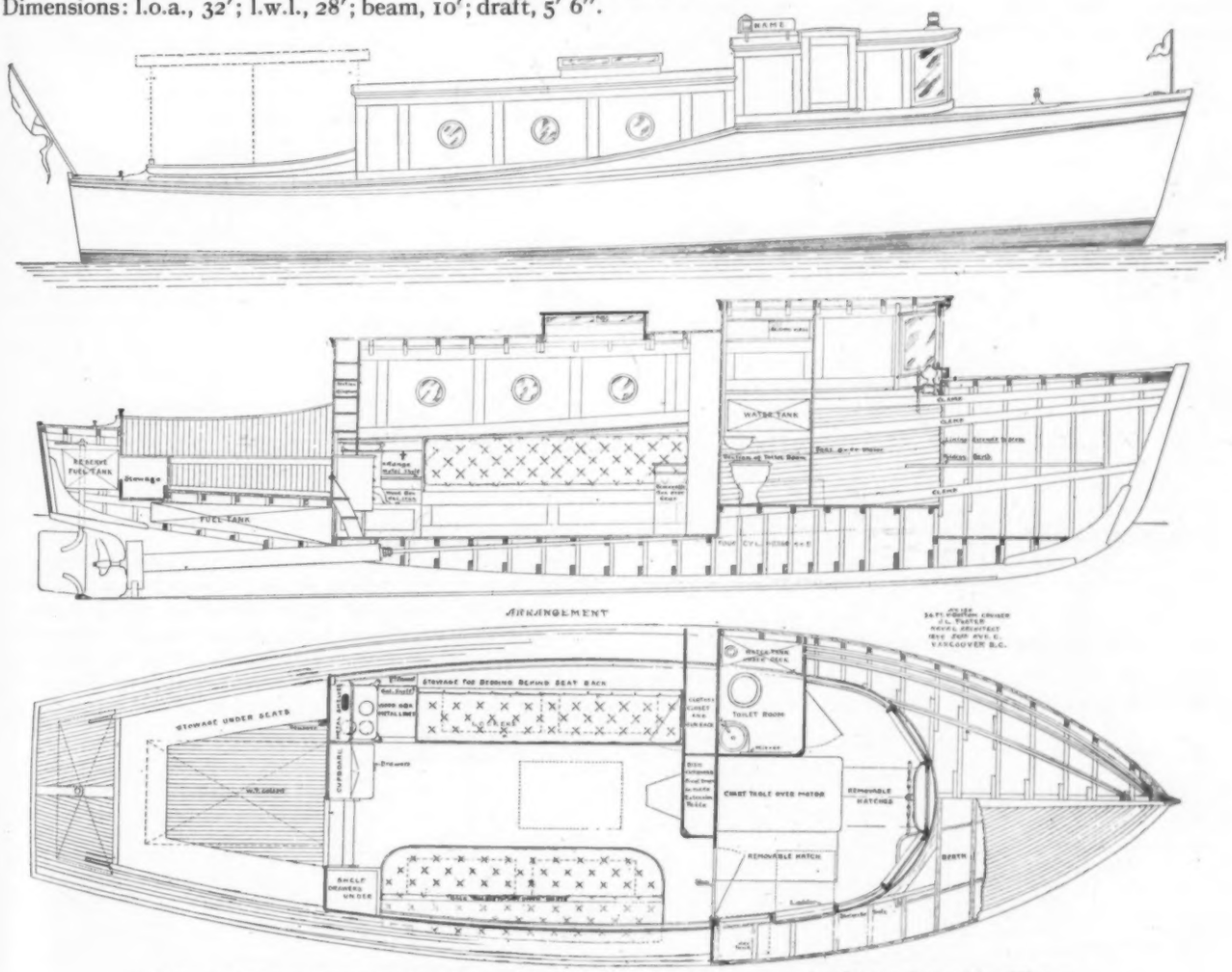
make for easy handling in any weather, with the maintopsail to help out when it is moderate. Altogether, this little auxiliary should make an admirable craft for the man who wants all the room possible in a small boat. Dimensions: l.o.a., 32′; l.w.l., 28′; beam, 10′; draft, 5′ 6″.

A 34-foot V-Bottom Cruiser

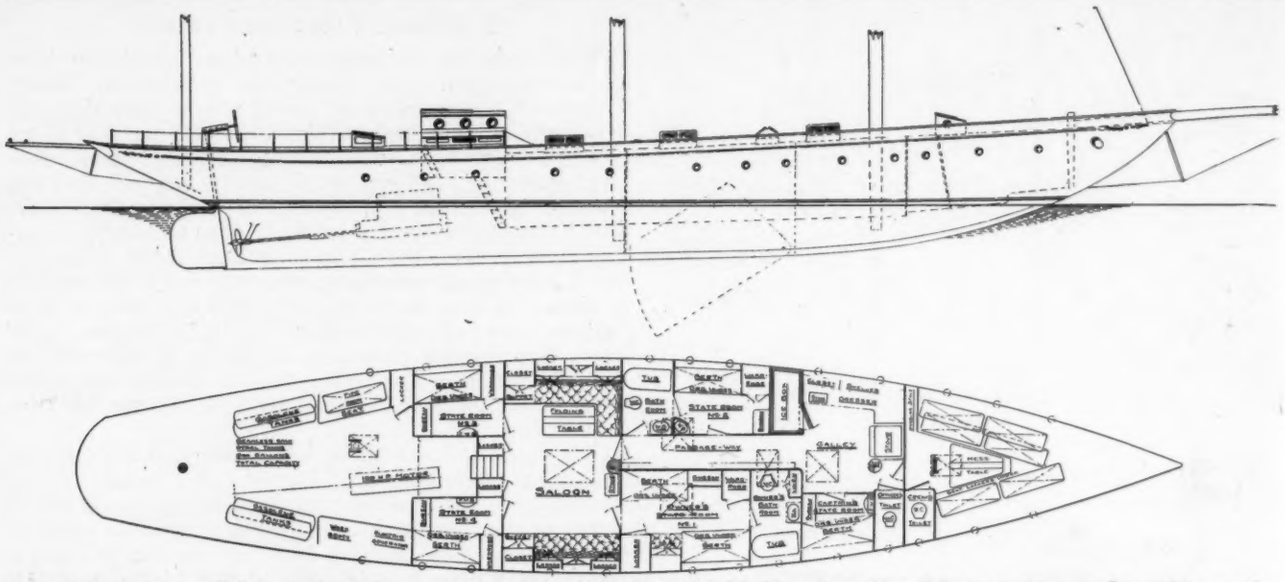
THE little power boat whose plans are shown here was designed to be a safe and comfortable family cruiser with reasonably good speed, able to keep the Gulf of Georgia in bad weather. This is a rough piece of water in British Columbia, with strong tides and steep, confused seas. She has been out in heavy weather, and has not shipped a green sea, the flare at bows and sides forward throwing the spray outward. Her motion in a seaway is very easy, the sharp V-sections forward cutting into a sea without pounding, while the run is fine enough to allow the bow to rise quickly. Powered with a four-cylinder motor of 4 inches bore by 5 inches stroke, turning a three-bladed propeller, 20 inches in diameter by 16 inches pitch, at 850 r.p.m. she does 9 miles and makes little wash. She was designed by J. L. Foster, of Vancouver, B. C.

The construction is fairly heavy, the framing being of oak and the planking 1¼″ Pacific Coast cedar. The arrangement is to the owner's requirements and is so clearly shown in the plans that a detailed description is unnecessary. The front of the dish closet at the forward end of the cabin is hinged and lowers in two hinged leaves to form a dining table long enough for twelve persons. At the after end of the cabin, to port, there is a dresser or cupboard with table below with two drawers.

The principal dimensions are l.o.a. 34′; l.w.l. 32′; beam at l.w.l. 8′4″; extreme beam, 10′; greatest draft, 2′ 6″.



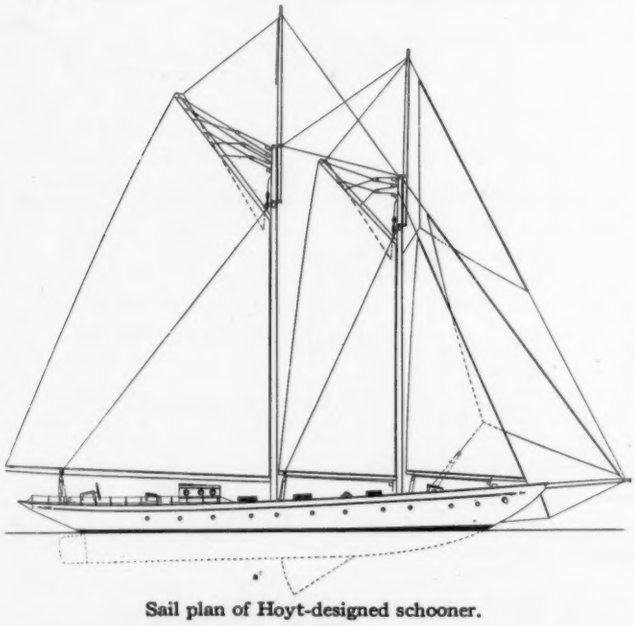
A 34-foot V-Bottom Power Cruiser designed by J. L. Foster, of Vancouver, for British Columbian Waters.



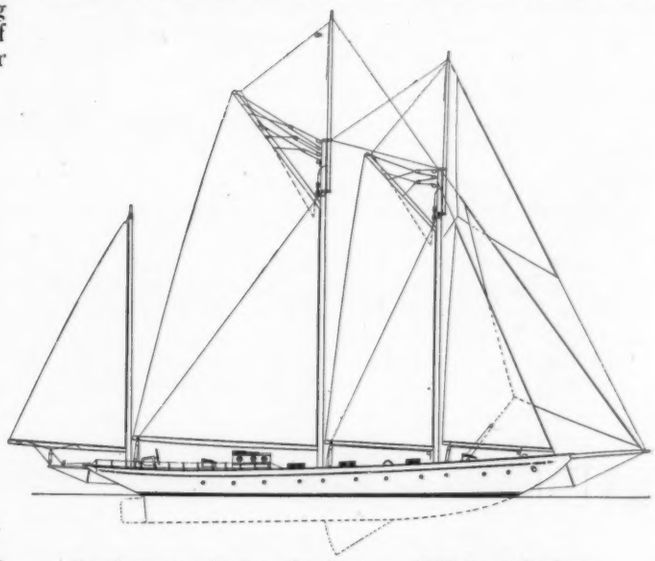
Plans of 106-foot over all light-draft auxiliary schooner designed by Frederick M. Hoyt for a New Orleans yachtsman, for cruising on the Gulf of Mexico.

A Centerboard Cruising Schooner

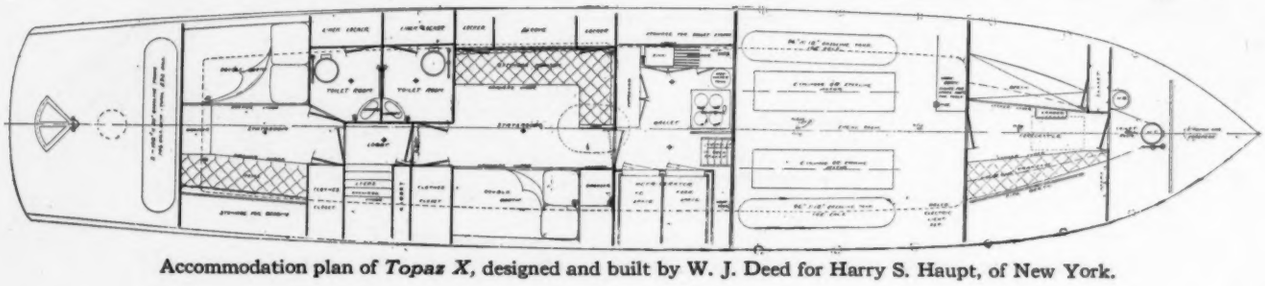
FREDERICK M. HOYT, N.A., of New York, has turned out the plans of a 106-foot over all cruising schooner of light draft for a prominent yachtsman, of New Orleans, that should prove most satisfactory for cruising on the Gulf of Mexico or in any waters where a shoal draft boat is required. The dimensions of this vessel are l.o.a. 106′; l.w.l. 80′; beam, 21′ 6″; draft without board 6′. She will be of wooden construction with a 100 h.p. motor installed aft under the floor of a small, raised deck-house. Mr. Hoyt has shown two rigs, one the conventional two-masted schooner and the other a schooner with a small jib-headed jigger or mizzen aft. For use in the Gulf of Mexico and West Indian waters, where the winds are frequently very strong, the latter rig has many points of advantage, as with mainsail stowed she would balance nicely under foresail, head sails and mizzen.



Sail plan of Hoyt-designed schooner.

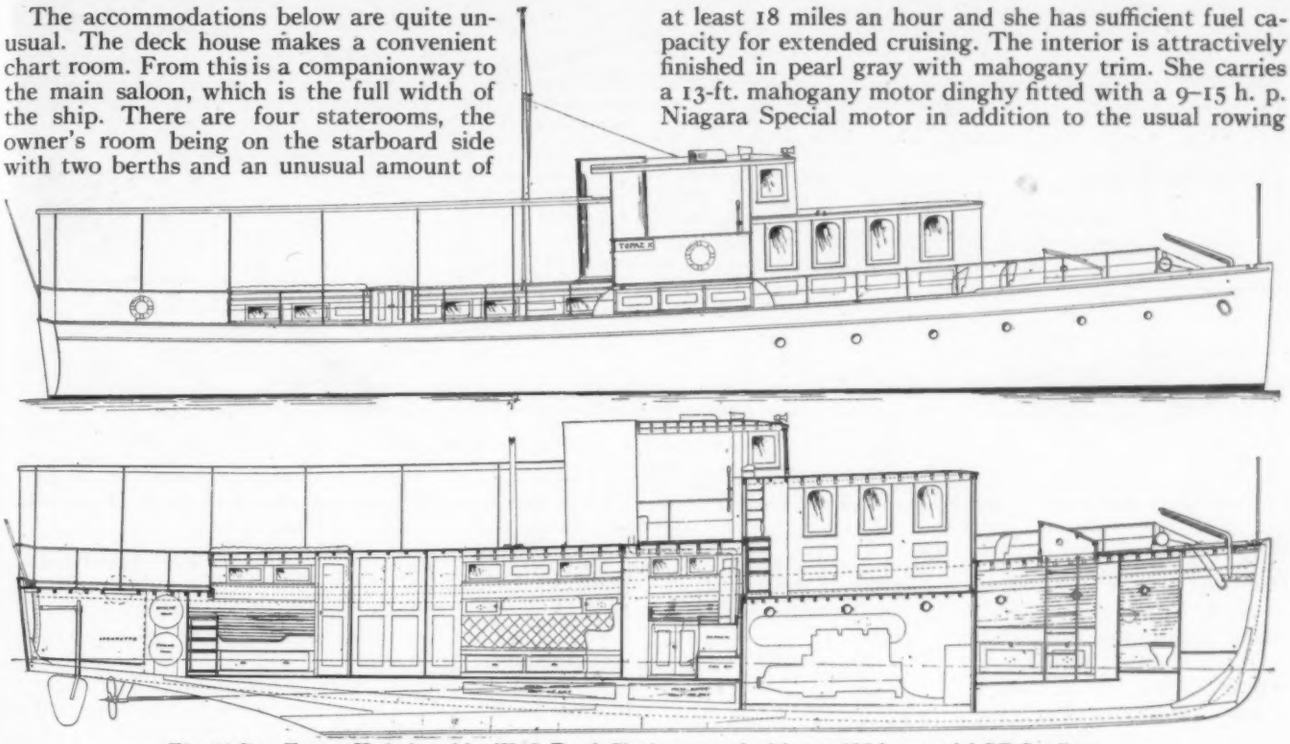


An alternate sail plan, showing a small jib-headed mizzen.



Accommodation plan of *Topaz X*, designed and built by W. J. Deed for Harry S. Haupt, of New York.

The accommodations below are quite unusual. The deck house makes a convenient chart room. From this is a companionway to the main saloon, which is the full width of the ship. There are four staterooms, the owner's room being on the starboard side with two berths and an unusual amount of wardrobe and locker room. The galley is forward with a captain's room on the starboard side. There is a raised quarter-deck aft, extended forward for about one-third of the length of the vessel. The boat will be built in the South.



The 64-foot *Topaz X*, designed by W. J. Deed. She is powered with two 235 h.p. model GR Sterlings.

An Attractive 64-foot Power Cruiser

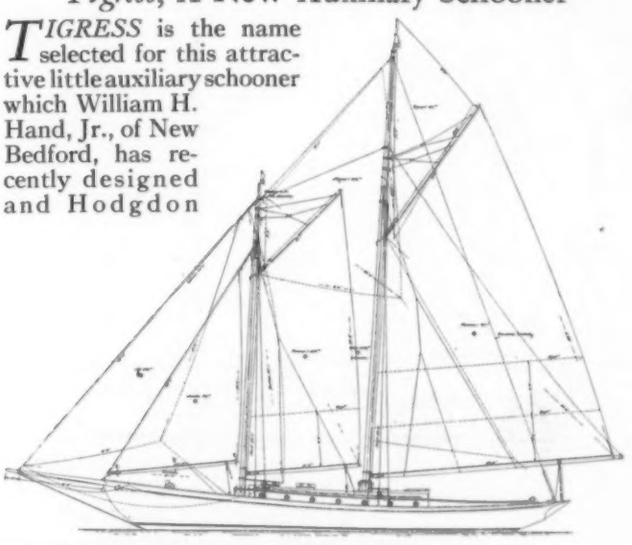
NEARLY ready for delivery at the yard of her designer and builder, William J. Deed, at Nyack, N. Y., is a snappy cruiser, the *Topaz X*, built for Mr. Harry S. Houpt, of New York. This is the second cruiser designed by Mr. Deed for the same owner, the first one being the 50-footer *Topaz IX*, plans of which were published in YACHTING in the June, 1924, issue. She was delivered last July and the new cruiser is a development of this design.

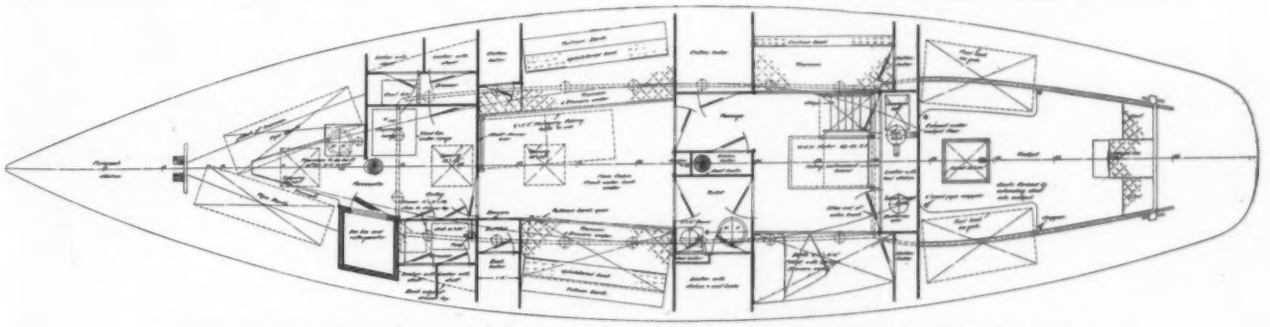
The layout of the new boat is striking, the chief point of interest being that the large deckhouse, 11 ft. 10 in. long, is entirely for the owner's use, the steering and control of the two GR Sterling engines being on a flying bridge just abaft the deck saloon. One may pass from the deck saloon to the staterooms without going on deck, and meals may be served either in the deck house or in the forward stateroom, which is fitted with a large extension transom on the port side.

The two engines, of 235 h. p. each, will drive the boat at least 18 miles an hour and she has sufficient fuel capacity for extended cruising. The interior is attractively finished in pearl gray with mahogany trim. She carries a 13-ft. mahogany motor dinghy fitted with a 9–15 h. p. Niagara Special motor in addition to the usual rowing dinghy. Her dimensions are: length, 64 ft.; breadth, 12 ft. 8 in.; and draft 3 ft. 9 in.

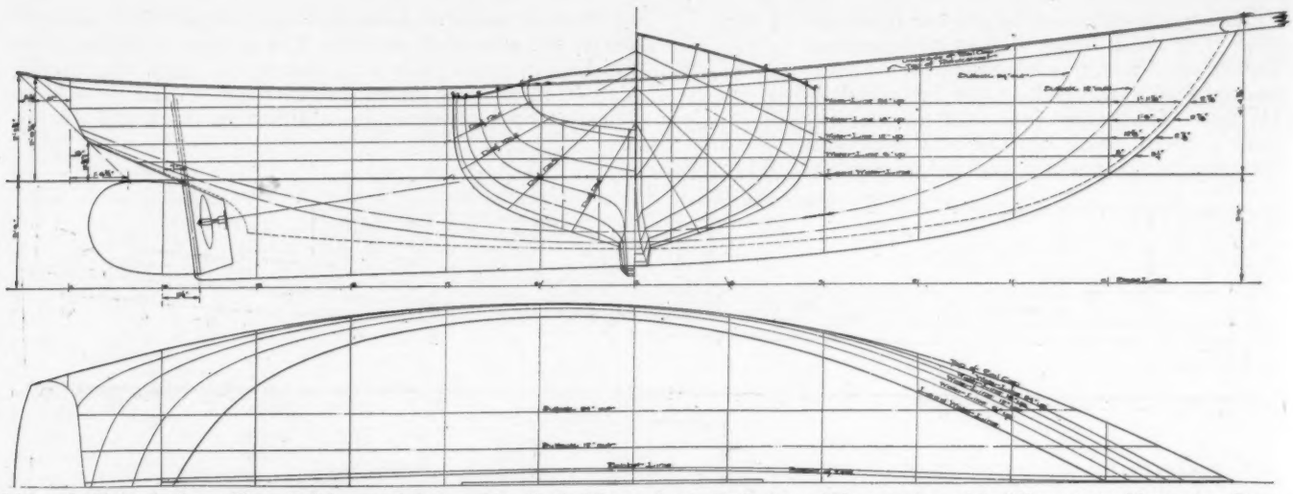
Tigress, A New Auxiliary Schooner

TIGRESS is the name selected for this attractive little auxiliary schooner which William H. Hand, Jr., of New Bedford, has recently designed and Hodgdon





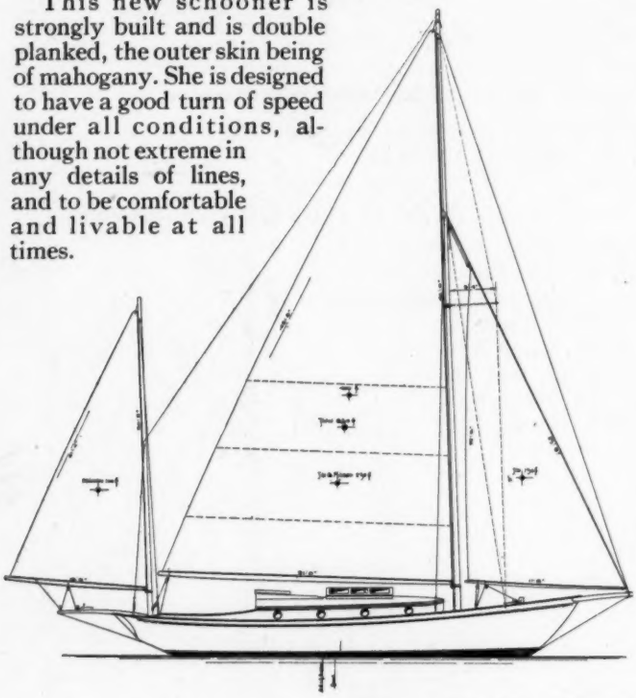
Accommodation and sail plans of *Tigress*, a 56-foot over all schooner, designed by W. H. Hand, Jr.



Lines of a light-draft auxiliary cruising yawl designed by C. D. Mower for A. E. Smith, of New York, and building at the Nantucket Boat Works.

Bros. are building at East Boothbay, Maine, for delivery this season. The new schooner is a direct development of *Night Hawk*, a successful little vessel designed by Mr. Hand last season, but is slightly larger.

This new schooner is strongly built and is double planked, the outer skin being of mahogany. She is designed to have a good turn of speed under all conditions, although not extreme in any details of lines, and to be comfortable and livable at all times.



The motor will be a W.S.M., installed aft under a neat housing which makes it accessible yet keeps the motor and any objectionable features out of the compartment. A speed of about 8–9 miles under power is expected in smooth water.

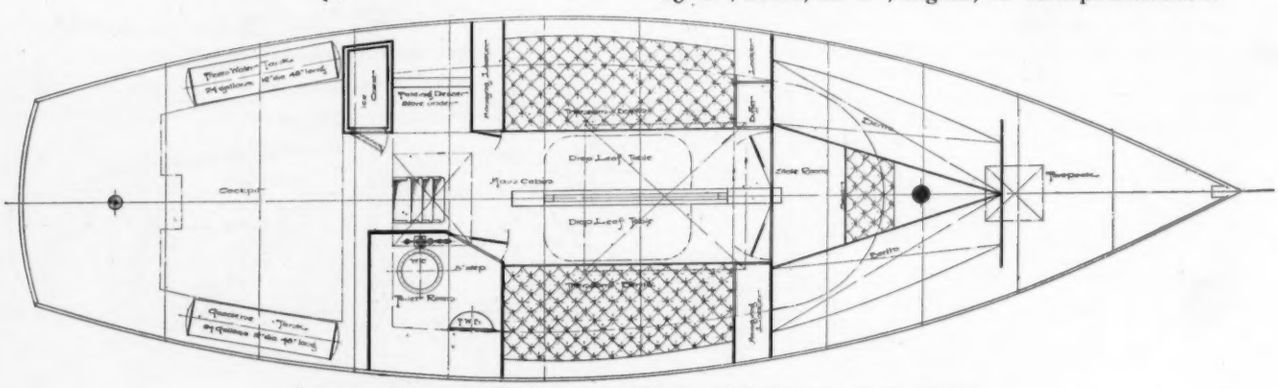
Below decks *Tigress* is well arranged. The forecastle has berths for two. The galley is under the fore end of trunk and extends the full width of the hull. The main cabin has two transoms and two large spring berths of the Pullman type. The after cabin has one fixed berth and one transom berth. On deck there is a long, comparatively narrow trunk cabin and cockpit.

The rig is handy and effective. A pole mainmast which carries a good sized sprit topsail is provided. The total sail area is 1596 square feet.

Hull dimensions are: length o.a. 56′ 2½″; length w.l. 43′2″; beam 14′2″; draft 6′ 11½″.

A Centerboard Auxiliary Yawl

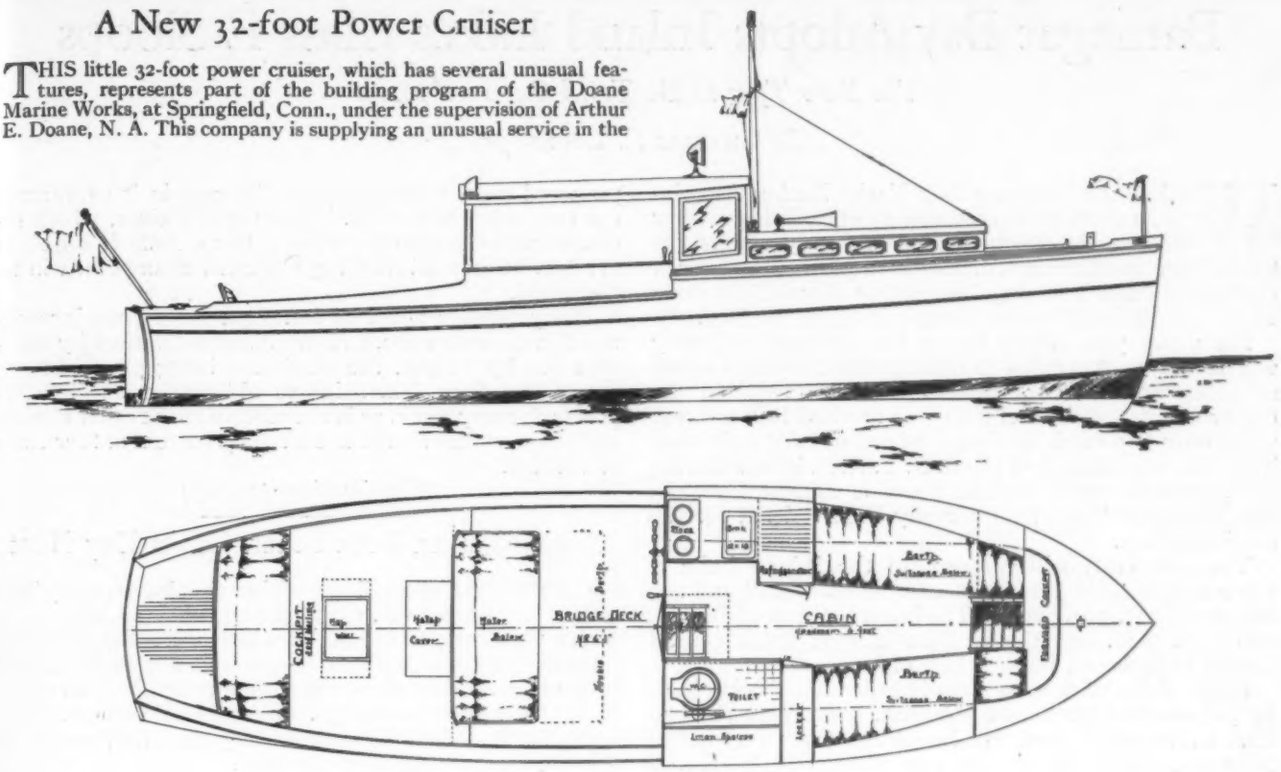
AN able, handsome shoal-draft yawl from the board of C. D. Mower is now under construction at The Nantucket Boat Works, Nantucket, Mass., for Mr. A. E. Smith of New York. There has been such a demand for a centerboard cruising yawl that the plans of this boat are sure to prove of great interest. The lines show a full bodied, able boat with moderate ends, good sections, and plenty of initial stability. Her draft without board is only 2′ 9″ and she should fill the bill nicely for anyone wanting a boat that does not draw too much water to run the inland waterways along the coast, or to sail on Great South Bay or Barnegat Bay. Her l.o.a. is 33′ 9″; w.l., 25′ 6″; beam, 10′ 6″; engine, 10–12 h.p. Kermath.



Accommodation and sail plans of 33½ foot yawl designed by C. D. Mower.

A New 32-foot Power Cruiser

THIS little 32-foot power cruiser, which has several unusual features, represents part of the building program of the Doane Marine Works, at Springfield, Conn., under the supervision of Arthur E. Doane, N. A. This company is supplying an unusual service in the form of completely framed hulls, or hulls that the owner-builder can complete himself with definite assurance of sound construction and good lines, but reducing the finished cost greatly. This service is available on all stock or special designs made by the designer.



Plans of a 32-foot power cruiser designed by Arthur E. Doane.

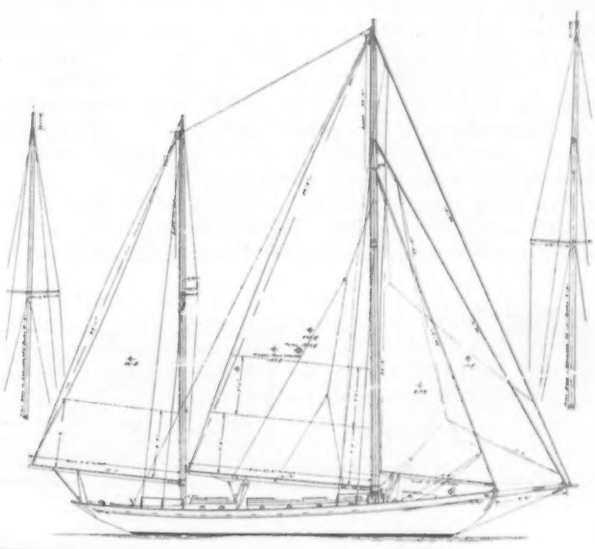
In addition to this, several models are being built by a new method of construction. The material used is the same that the government relies upon to withstand the tremendous strains encountered by the hulls of flying boats. It is impervious to weather, water, splitting strains, and makes possible practically a seamless hull. It is more expensive than regular lumber, but the economies of manufacturing methods which it permits, greatly reduces labor and overhead. In this way it is claimed that a superior product can be marketed at less cost.

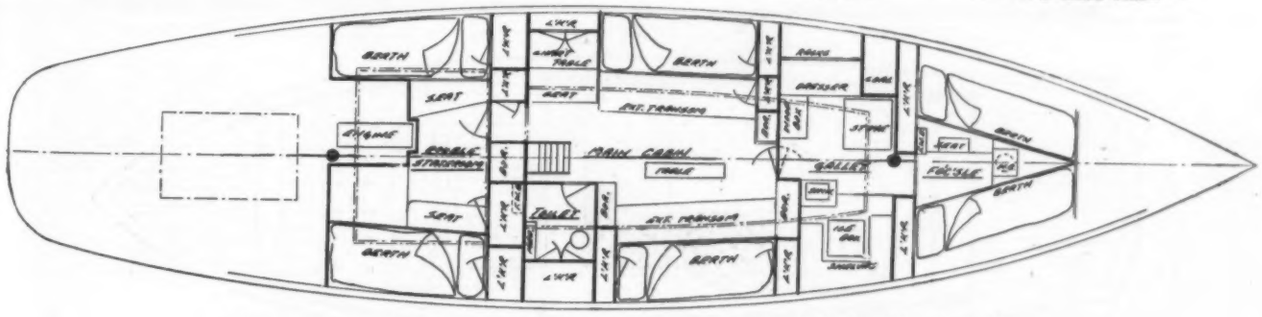
Polly II, a New Auxiliary Ketch

THAT the ketch rig is assuming importance with cruising yachtsmen is shown by almost every number of YACHTING. Here is a design from the board of J. G. Alden, showing the latest development in this rig.

The hull is practically a duplicate of the successful schooner *Yvonne,* built last year. While *Yvonne* was an exceedingly able vessel and spent a good deal of time off the Georges in research work, the designer considered her even faster than his *Malabar V.* The new boat is an attempt to obtain even easier handling without sacrificing any of the good qualities of the *Yvonne.*

Polly II was designed for Mr. E. A. Randall, of Portland, Maine, and is being built by Charles A. Morse and Son, at Thomaston. Her dimensions are: length overall, 50′ 11″; length waterline, 37′ 5″; beam, 12′ 4″; draft, 7′ 0″; sail area 1330 square feet.





Sail and accommodation plans of 51-foot over all auxiliary ketch designed by J. G. Alden.

Barnegat Bay Adopts Inland Lakes Class E Sloops

The Scow Type to Be Tried Out in the East

By CHARLES E. LUCKE, JR.

WHEN the Barnegat Bay Yacht Racing Association recently voted to abolish the existing meager sloop class and introduce in Jersey waters the Class E double-centerboard, double-rudder racing scows of the Inland Lake Yachting Association they made a move which will do much to encourage racing on the Bay.

For many years sloop racing has declined in Jersey waters and types peculiar to Barnegat, such as the various sneakbox and Marconi catboat classes, have held the center of interest. The climax was reached last summer when only two or three sloops turned out for each race. That the recent action of the B. B. Y. R. A. in introducing the new class was a popular move is evident from the fact that nine boats have already been ordered for the coming season.

The new craft will conform to the Inland Lake E Class and as such will be not over 28 ft. overall and not less than 27 ft. 9 in. overall. The beam limits are 6 ft. 9 in. and 6 ft. 6 in. and the greatest molded depth cannot exceed 17 inches or be less than 16 inches.

Eight of the nine boats already ordered are being built by Jones and LaBorde of Oshkosh. They were shipped East during April and will be on Barnegat Bay about May 1st, giving the owners two months to familiarize themselves with the new yachts before the opening of the racing season.

The usual racing program of the B. B. Y. R. A. will apply to the new class, races being held every Saturday from July 4th to Labor Day at one of the eight yacht clubs on the Bay. At the end of the season the championship of the class will be awarded the boat having the most points. In addition, five permanent trophies have been donated for competition in the new class, rivalling the famous Sewell, Morgan, Middleton, and Wanamaker Cups for catboats, some of which have been raced for annually for over twenty-five years.

Before the new type was adopted there was a great outcry against so-called racing machines, but when a husky combination cruising and racing knockabout was proposed there was not enough interest in it to warrant the formation of a class. Thus the old class, which included such boats as the *Viking*, *Lotus*, *Ardo I*, and *Ardo II*, Mr. Ritner K. Walling's present champion, will be discarded.

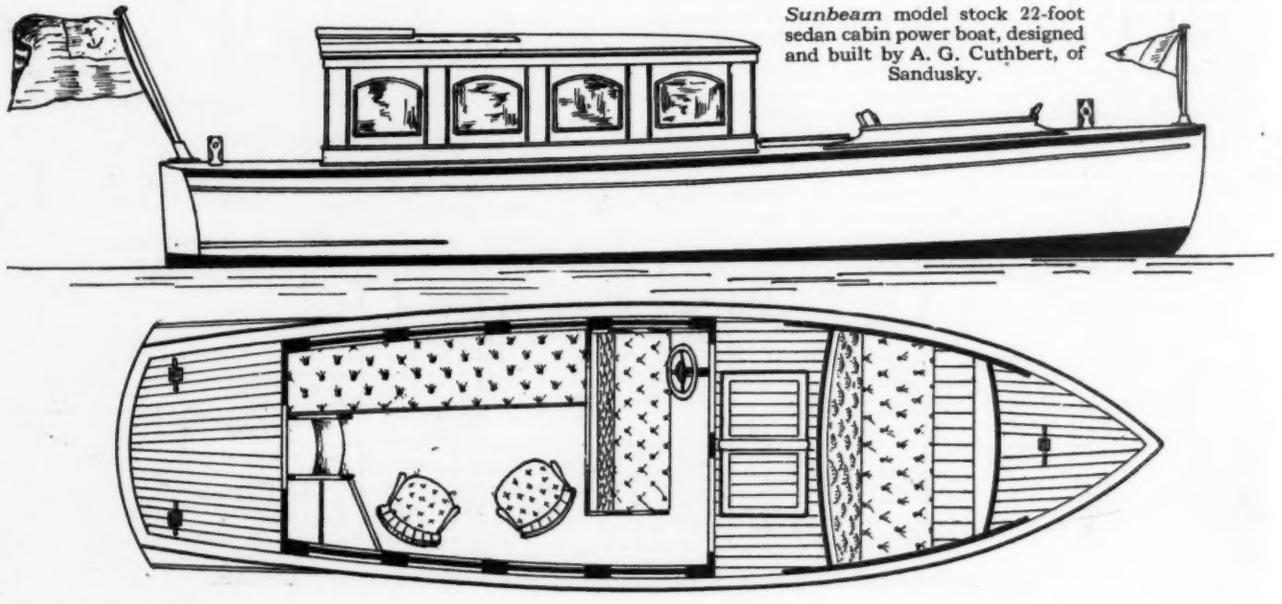
Many policies novel to Barnegat have been incorporated in the new class. Crews will not be limited by numbers but by weight, the maximum being placed at 550 pounds per boat. The skippers will not be permitted to potblack every week, as is the custom in the other classes, and the new scows will have a racing bottom of four coats of varnish.

(*Continued on page 83*)

Sunbeam, a 22-Foot Sedan Cabin Day Boat

A NEW type of small day cruiser that has recently been developed by A. G. Cuthbert, of Sandusky, Ohio, is the *Sunbeam*, the plans of which we show herewith. This little boat is 22 feet in length with a cockpit forward and a sedan cabin abaft the engine compartment, which is just forward of amidships. This boat is designed to have exceptional stability and seaworthy qualities, and to be fast for the amount of power used.

The accommodations of the cabin show a 'thwartship seat at the forward end, from which the boat is steered, a wide cushioned transom with extension which makes up into a double berth, and two comfortable upholstered arm chairs. The after deck is amply large for use in getting aboard the boat, and also large enough to accommodate a couple of chairs when the boat is used for fishing. The standard power plant is a 12–15, 4-cycle Niagara motor, which will give speeds up to 14 miles an hour and which it is figured will enable the boat to run at a cost of less than two cents a mile. A 20 h.p. motor will give a speed up to 16 miles, and if twenty miles is desired a 30–35 h.p. motor will fill the bill. The boat's dimensions are: length, 22′; beam, 6′. She is of the V-bottom type and her designer has named her *Sunbeam*.



Sunbeam model stock 22-foot sedan cabin power boat, designed and built by A. G. Cuthbert, of Sandusky.

Ditty Box—How to Build Her

By THOMAS DARLING

Part II

Making the Centerboard Trunk

OUR next step is the making of the centerboard trunk, so that it can be set up in place and frames 3–4–5 secured to it. The two bottom planks, or trunk logs, as they are called, first demand our attention. These are made of 1⅛″ stock as shown in our Bill of Lumber. (See Part I.) The length, allowing for parting strips, can be obtained from the sheer plan. Lay off the proper length and shape the bottom edge to conform to the sweep of the center-line of hull. Now, cut the ends, forward and aft, to the right bevel. It will save time and inaccuracies if the two logs are clamped together, face to face, when laying off lengths. Square the marks across both edges with one stroke of the pencil or knife point.

As the Construction Detail, Section at Station 5 (see Part I), shows the two side members of the trunk splined together, so it will now be necessary to plow the groove in the trunk logs. The inside faces of both the logs and the planks fit against the parting strips; therefore these faces will come flush when assembled. This being the case, have the stop of your plow or combination plane pressed against the inner faces when plowing the grooves. A spline ¼″ x ¾″ will serve the purpose here. Go by the ¾″ plank when centering spline.

The parting strips can be got out at this time allowing extra length, that they may rest upon the floor when secured in position with frames. Give the strips a coat of white-lead. Paint the inside faces of the logs. Clamp the two logs, with the parting strips between, together, adjusting the four members carefully to position. Locate four fastenings at each end of trunk, making sure that they are staggered to prevent splitting. Bore for 4″ copper wire nails. Drive nails, set burs down hard, cut nails to length, and rivet. These rivets should draw the logs closely together against the strips, thereby squeezing out the white lead, and making a watertight, durable job.

Fit the two planks, obtaining the correct height of trunk. Plow for splines. Make splines and fit them to grooves worked into logs and planks. Paint inside faces of both planks. Clamp them against parting strips, first placing splines and then draw the planks down tightly to logs, using bar clamps. The planks are fastened to parting strips with 1½″ No. 10 f.h. galvanized screws. Counter-bore for these, and drive plugs to protect same. Four fastenings in each end will serve, and should be staggered as were the rivets in logs. White lead should be used in grooves to insure watertightness, when assembling. Clean off superfluous lead and dress ends of planks and logs flush with parting strips. Trim any projecting plugs flush with faces of planks, and dress smooth, using plane. You are now ready to place trunk in position and secure it to the frames. The centerboard trunk appears as shown in Fig. 4.

It will be necessary to fit and secure an upright brace on each side of the space reserved for the centerboard trunk. These braces must rest on the floor, and be so secured that the frames will retain the proper round or camber. Place them 8″ away from the center-line of hull. This will allow room for securing the frames. Run a batten along frames to keep in proper position, fore and aft. Measure 1½″ out from center-line on each side of

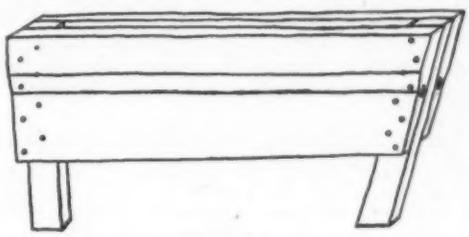


FIG. 4.

frames 3–4–5. Plumb this mark on sides from floor. A piece 3″ long is to be removed from frames to allow trunk to fit between. Saw-cut this 3″ piece out, locate and place trunk, and secure temporarily in position.

The frame ends are to be fastened to the trunk by angles or clips, as shown in Fig. 5. These are to be of brass stock, 1″ x 1″ x 2¼″. Rivet the angles to the frame-ends and fasten them to the trunk with screws. Use 2″ cut copper nails for rivets. Counter-sink rivet holes in angles to insure a good point on rivet and upset rivet point to fill the recess. Use 1″ No. 10 f.h. brass screws. Place angles on after side of frames as shown in Construction Plan.

Planking

Although cypress is specified in our Bill of Lumber, Philippine mahogany, which can be procured in long lengths and ample widths, will make a fine job. Should you decide to use this material for planking, the stem and transom can be stained to harmonize with its color when finishing the hull. Cedar always makes a real job, and white pine will serve well, and last forever. There will be

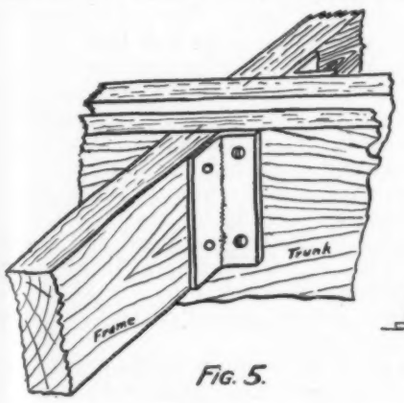


FIG. 5.

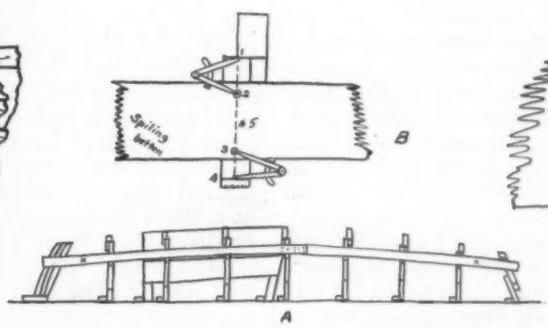


FIG. 6.

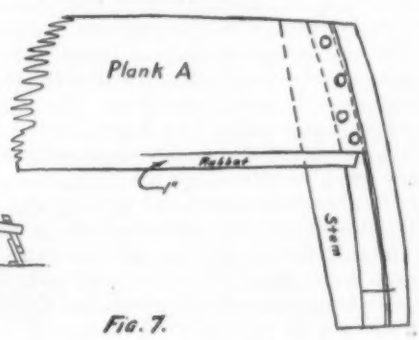


FIG. 7.

little difference in the cost per board foot of any of the above mentioned stock.

Procure two pieces of ¼" stock, about 8" wide, and 9' long, and fasten them together with screws, allowing them to lap so that their united length makes about 16' 3". Arrange them lengthwise so that they will follow the sheer of boat before fastening together. This will be your spiling-batten, with which we will proceed to take off the shape of plank "A."

Place your spiling-batten in position as shown "X," sketch A, Fig. 6; making sure that it lays evenly along and against frames, without undue twisting. Secure with small brads. It should extend beyond rabbet in stem and transom, as shown. Set wing-dividers to the greatest distance that the spiling-batten edge is away from any one point, on frames, where the plank edge is to come. Increase the setting 1" to allow spotting in from edge of batten. Find center on edge of side frame, and draw line across batten as shown in sketch B, Fig. 6, and number for frame where you are spiling. See broken line. Place one point of dividers at bottom of frame, as at 1, sketch B, Fig. 6, and mark spot, as at 2. Draw a circle about spot, using chalk. With one point of dividers in notch for plank A, spot for upper edge of plank. These steps are shown as 3 and 4, sketch B. Follow the procedure for spots at each frame. Mark shape of plank ends at rabbet and transom.

Remove spiling-batten from frames and fasten it to the plank. Lay your rule on center marks, and transfer same to plank. Note that your dividers are set to the original spotting distance and spot planks on top and bottom edges. Transfer bevel of ends to plank. Take a batten about ½" in section, and sweep in curves of plank edges. Saw out and dress edges to shape. The plank for other side can be marked from this one. Try this plank to the frames, and shift to suit. If you have worked carefully very little shifting or fitting will be required. Now cut the ends to shape, and fit forward end to rabbet. Make a snug fit here. See that the plank lands properly at each frame. Change bevel of frames a little, if necessary. Great care in this matter will pay, as an appreciable amount of strength will result. Dress plank smooth and sandpaper. Rabbet top edge of plank A, so that plank B will come flush with it at stem and transom. Start 14" back from ends, and work from nothing to the thickness of plank at points where planking meets rabbet and edge of transom. Refer to Fig. 7. Make provision for caulking seams on forward ends of planks, and at ends and bottom of transom.

Clamp your plank into place, using blocks under toe and spindle of clamp to prevent marring surface. Locate your fastenings carefully at stem, placing them about 2" apart, and keeping far enough away from end to prevent splitting. Counter-bore for plugs. Bore for 1¾" No. 10 f.h. galvanized or brass screws. Drive screws, being watchful to see that plank draws snugly into rabbet. When locating screws at transom be sure to figure on trimming end of plank flush with this member, otherwise your fastenings will be too close to the end when dressed.

You can now place and fasten the plank on the other side of the boat. Rivets driven through planks and frames will make the best job, although screws will serve. There should be four at each frame where plank is widest, and three as you go toward the ends. If screws are used, counter-bore for plugs.

Repeat these steps for getting out and hanging plank B. Allow a lap of 1" where planks A and B come together. The doubling at this lap will act as a stringer. The fastenings are spaced 4" apart between frames, and are of 2" cut copper nails, rivetted. See that the burs used make a driving fit on nails. The holes for nail should be small enough to insure a driving fit, also. Bore off holes, drive all nails, set burs, and rivet. Note that the nail heads come flush with outside of planking. The position of your holding-on iron, when rivetting, will determine their condition to a large extent.

Remove the waste wood on bottom edge of plank A, bringing it flush with bottom members of frames and to conform to their camber. Use frame mould for testing. Plane 1/16" caulking seam. Dress bottom of centerboard trunk flush with frames 3–4–5. Cut limber-holes, to allow drainage of hull, in each frame.

You are now ready to begin work on the bottom planking. Lay the center plank in place, and locate slot, which is to be cut for centerboard. Bore a ¾" hole at forward and after ends of slot. Lay off sides of slot from these two holes, but do not cut slot until plank is fastened in place.

Trim edges of plank so that the seam will run straight fore and aft. Give bottom of trunk a coat of heavy white-lead and lay a couple of strands of lamp wick all around same. Clamp plank in position on frames. You can use 1¾" No. 10 f.h. galvanized screws, or 2" galvanized wire nails. Be sure the latter are hot dipped, coated, as the electrically prepared variety will rust immediately. This also holds good for screws so treated. In either case I would advise counter-boring for plugs to cover fastenings. Putty is constantly loosening, but if plugs are properly fitted, *i.e.*, with the grain of the plug running with the grain of the plank, they will seldom come out. Locate fastenings around trunk, placing them about 3" apart. Bore and fasten. Have four fastenings in each frame. Stagger screws or nails slightly to prevent splitting. When fastening ends of planks, nailing will do. Remember to keep nails far enough back from end, when dressed, to prevent splitting when fitting or driving plugs. Use 2½" nails, and drive about 2" apart.

FIG. 8.

The remaining six planks should now be fitted and fastened. Have the inside edges meet, fitting as tightly as possible. A bevel 1/16" in from edge of plank, and carried down ½", should be planed on one edge of each plank. This will make the caulking seam. Refer to Fig. 8. You can draw planks together with long bar-clamps, or by nailing a block on to the frames and wedging them up.

Caulking

Caulking cotton comes in hanks. When the hank is opened the cotton can be readily unwound and strung out. This large strand can be broken up into any size strand you desire by picking it apart. You can determine the size strip of cotton that the seam will take by an initial trial. Roll or twist this a little by working it over your knee. Start the thread of cotton in the left hand end of seam, and gather it up into loops about 2" long, tacking it into the seam with caulking iron and mallet. When the seam is too small use a dumb-iron, as it is called, driving the tool in first before the cotton to open up the joint to desired width. Continue the looping for about four feet at a time. Now go back to the left-hand end and make or drive the cotton down tight. Your seam being close on the inside the cotton will pack into the V-shape, making the thread solid. When finished putty the seams and allow the putty to harden.

Using a jack-plane work the seams down to conform to the proper curve of the bottom. Now go over the bottom

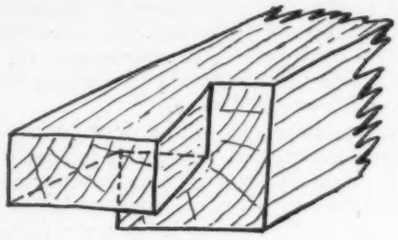


FIG. 9.

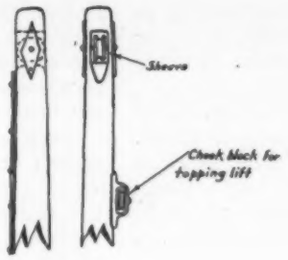


FIG. 11.

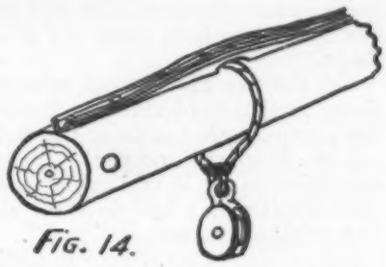


FIG. 14.

with a smoothing plane, dressing the surface to a fair round. Sandpaper thoroughly with coarse grade paper and finish with a fine grade. Remove all sharp corners at ends of planks. Lay out, fit and fasten skeg, using 1¾" No. 10 f.h. screws. Saw-cut the frame heads off to the top edge of plank B (sheer plank).

Fitting Clamps

Measure down 1¾" to locate top edge of clamp, and lay off width of same on each frame. Obtain proper bevel at which the notch in each frame is to be cut (see Construction Detail), and lay off depth of notch. Saw-cut width of notch and chisel out waste. Mark off the location of the clamp ends at stem and transom. Get out the clamps using the waste from your plank edges. There should be pieces sufficiently large left over for this purpose. Remove the sharp, exposed lower corners of the clamps.

Using two pieces of waste wood, obtain the length of the clamps. This is done as follows: press the forward piece down into the notches in frames, allowing it to touch the stem, and place the after length against the transom in the same manner, making sure that it rests properly in the notches. Carry a mark across both lengths where they lap, to note any error due to slipping, and clamp the lengths together in two places. Obtain the right bevels at stem and transom. You must cut the ends to these before trying to fit and secure clamps. Cut ends to these bevels, and adjust pieces to lengths again.

Lay the batten you used to obtain length on clamps, mark bevels at ends fore and aft, and cut two clamps to length. Fit the clamps into the notches in frames so that they lie snugly against bottoms of notches. You will have to remove some of the inside faces of the clamps where they come together at the stem. Bevel these ends, allowing clamps to come in far enough, so that they will be parallel to inside face of plank. Fill up between plank and clamp back about one foot from stem, and one foot forward from transom.

Draw the clamp into place using C-Clamps and bore off holes at frames for 4" copper wire nails. Drive nails and rivet clamps securely, having one fastening at each frame. It will be necessary to use screws at forward end of clamps. If you counter-bore, and use plugs on the outside, this job will not look unsightly.

Fitting Breast-Hook and Quarter Knees

The heavy block shown just abaft stem is called the breast-hook. Before fitting this part find out how far back from stem it will come on clamps, and mark its location. Now trim the clamps down so that the piece will have a landing for the entire thickness of these two parts. Shape and fit the breast-hook in place, allowing it to come above plank far enough to shape camber for deck at this point. Fasten it to stem and clamps, using seven screws.

The quarter-knees are shown in the Construction Plan. Cut the clamps to insure a proper bearing or landing, as specified for the breast-hook. Before you can fit and secure these in place you will have to get out a deck beam to run across the transom, as shown. This beam will serve as a bearing for deck plank ends.

Deck Beams

Make a beam mould as you did for the bottom members of the frames using the method illustrated in Fig. 1. The camber for the deck is 2½" to a span of 5' 3". The deck beams are 1¾" wide. Note that the beams at the forward and after ends of cockpit are heavier than the others, but of the same width. When laying off the short beams which are to be installed along sides of cockpit, use the sections of the beam-mould near the end. Get out enough beams to do the complete job at this time. If you are near a mill, have the work done there, as it will cost very little. In the event of your having to do this work yourself, use a turning-saw or a narrow rip-saw. Smooth the under edges and remove the sharp corners with a spoke shave.

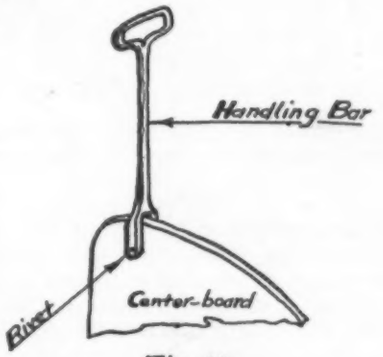


FIG. 10.

Now fit and secure the beam to the transom, first bevelling the top edge to conform approximately to the sheer of boat. Screws placed 6" apart will be best as fastening here. You may now fit and secure the quarter knees in place.

Be sure to counter-bore the fastenings in breast-hook, and knees, as it is always necessary to do some trimming when shaping to the camber of the deck. When framing the deck fit those deck beams which run the full width of the boat first. The bevels for the ends of beams are obtained as follows: place the beam in position with the crown or camber down. Holding it firmly in place, mark the fore and aft bevel where the beam touches the inside top edge of the plank. Turn the beam end for end and mark the up-and-down bevel with your rule placed firmly against the inside of the plank, moving the beam over until the edge of the rule comes on the fore and aft bevel mark. While marking the up-and-down bevels the beam is placed with crown up, as it will be fitted. Saw-cut the beam to length and secure it to the clamp, notching it over same as shown and using screws for fastening.

When framing the members about cockpit it is best to place cross-bracing under the fore-and-afters, or carlines.

This will insure their being kept in place, conforming to the crown of the deck, and will give a nailing place for blocks used to hold them out after being bent to their shape.

Get the two carlines out preparatory to fitting. Bend them to shape, blocking and clamping them in place. Bar-clamps placed at short intervals will help the bending process. Mark their proper length and bevels. The carlines are joined to the beams at the forward and after ends of the cockpit with a half-dovetail joint, as shown in Fig. 9. The splay of the tail is 1″ to 5″.

Lay out dovetail. Saw-cut carline to length, shaping dovetails at each ends. Place carline in position and mark sockets for tails. Remove carline and saw-cut and chisel sockets. Fit tails to sockets, being careful that shoulders at ends of carline fit snugly against beams. Now bend carlines into shape and clamp, ready to fasten dovetails. Use screws, one in each dovetail.

Check your work up to this point and then fit the short beams, which run from carline to sheer-plank. These beams are half-dovetailed into carlines, and screw-fastened to the clamp at the outboard end, as are the ordinary long beams. Fasten each dovetail with one screw driven into carline.

Fit the mast partners, notching or boxing them into breast-hook and deck beam, as shown in Construction

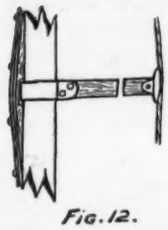


Fig. 12.

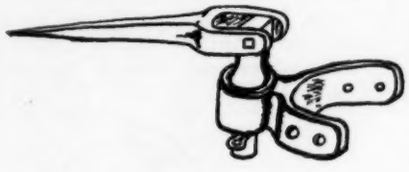


Fig. 13.

Plan. Nails will do as fastenings here. Notch frame No. 2 to take heel of mast at this time, as you cannot reach it later.

Decking

Start the deck-planking by laying the two planks nearest the center-line of boat first. This will be arranged groove to groove, a spline or false tongue being fitted in grooves to prevent working of the seam or joint at center-line. The two real tongues face outboard allowing the tongue and groove stuff to be driven up tight in the regular way. Although whitewood or poplar is specified, cedar, white pine or soft cypress will do as well. Paint underside before laying. Place the 1½″ galvanized f.h. nails about 1½″ apart, and have someone press against deck-beams from below with a holding-on iron when driving. The fastenings should be spaced about 2½″ where decking crosses carlines, and at sides of hull. A longer nail can be used at sides, but locate them far enough from finished edges and ends to prevent splitting. Trim decking so that it conforms to the flare of sides and cut out mast hole.

Work a groove 1¼″ wide at ends of planking, where it touches transom. This should be ¼″ deep, to permit the entry of the canvas deck and the fastening of the same with tacks. Do the same at stem-head. Sandpaper and give the deck a good priming coat of clear paint, covering all nail-holes and seams. After puttying, give deck a coat of clear, heavy, jelly-like paint, preparatory to covering with canvas. Make certain that this coat is absolutely free from lumps of any kind, as the slightest hardness will show under the finished covering.

The canvas can be obtained in 6-foot widths of 10 oz. duck. Get a couple of feet more than is actually needed, to allow for fastening on poles. Now fasten the ends of the canvas to pieces of 2″ x 4″, about 7′ long. Batten the canvas to the 2″ x 4″ to keep it out smooth. This will also strengthen the fastening. Rig a bridle on the transom, and a light tackle, or tourniquet on the forward end. This will do the trick and you can now heave out until the canvas is stretched taut.

Tack the canvas to the edges of the deck, using ⅝″ copper or galvanized tacks, and stretching it across the deck as you turn it down. After securing the outer edges, the edges about cockpit can be cut, turned down, and tacked. Just as soon as the canvas is securely fastened all around, take a sponge and a pail of water, and go over the deck, thoroughly wetting it down. Give it three or four coats of deck-paint while you are getting out the coamings. It will take five or six coats to completely fill the canvas. Next, get out the coamings, shaping them to sheer of boat, and to camber or crown of deck as shown in Construction Plans.

Trunk Cap

Dress the parting-strips flush with top of centerboard trunk, and get out centerboard trunk cap, allowing a slight overhang all around. Lay out and cut slot for board in cap. Locate holes for screws to hold same, bore off holes, and counter-sink them so that screw heads will come flush when driven. Use 1¼″, No. 8 screws, spaced 6″ apart.

Now shape the top-edge of transom according to the drawings. If you are going to use an outboard motor allow the necessary height for the motor clamps. Also drive a couple of drift-pins into the transom about where the clamps will come, and plug over top of these.

Fit the rudder-post or stern-batten. Fasten it with screws, driven through the transom, and drive drift-pins at bottom into skeg. ¼″ diameter brass rod will make excellent drift-pins. Plug over the ends of pins.

Very little need be said about the layout of rudder. After the foregoing experience this will be a simple job. The dimensions are given in the plans.

Mouldings and Flooring

Fit the quarter-round at coamings and deck. These are to be mitered at the two forward corners and nosed or rounded off at the after corners of the coamings. Toe galvanized wire nails, and drive them so that they will get a holding in the coamings themselves. Now fit the half-rounds at sheer on each side. Fasten these two pieces of moulding with screws, counterboring and plugging as in other parts of boat. Toe these screws so that they will get a holding in top of sheer plank. The moulding should be flush with deck when finished.

Lay the flooring, allowing a space the thickness of the stock between each piece. The flooring runs from transom to frame No. 3. You had better use screws for fastenings here, as you will have to remove it for painting and cleaning at times.

Stem Band and Chain Plates

The stem band is made of half round brass stock. Fit this to run from stem-head to forefoot, and allow it to run back along bottom 6″. The upper end should be heated and worked out flat to allow a hole large enough for the bolt of hook of the forestay turnbuckle to fasten in.

Make the chain-plates out of 3/16″ x 1″ brass flat stock. Bore hole at top end for turnbuckle bolt or hook, and round off two corners. Locate the chain-plates as shown in Spar and Sail Plan, and fit them so that they secure to the inside of plank B, or sheer plank. Rivet through planks and chain-plates, spacing rivets about 2″ apart, and staggering them to distribute the strain.

Place and fasten the deck halliard blocks 1″ out from

(*Continued on page 78*)

Solving the Installation Problems

By DWIGHT S. SIMPSON, M.E.

Fuel Line Systems

THE gasolene system is an important part of the engine installation and the part that causes the general nervousness that many of us still have over the presence of an engine in the boat. I think there is more fear of the stuff than is warranted, for although many boats have been lost or damaged by gasolene fires or explosions, if a certain amount of care and common sense be exercised in the installation, danger is practically absent. There are many men who will drop a lighted match into a can of "gas" merely to demonstrate that in itself it is not dangerous, but requires a certain amount of air (oxygen) in order to burn, a certain other amount of air mixed with its vapor in order to explode, and like black gunpowder, can do no great damage except when confined. All this simply indicates that for safety, we must keep our gas by itself.

Only one other point to observe. For the sake of the engine we must provide an even and sufficient flow of gas to the carburetor. These cover the whole problem.

I do not think there is much difference in serviceability between copper and tinned or galvanized steel tanks if both are well made. If there is but one tank and that is near the cockpit, it should be of copper — not for any effect it may have on the gas, but because a long steel tank in this position plays havoc with the compass adjustment. With a gas or water tank on each side this difficulty fades. For the least complicaton in the installation, the tank or tanks should be as high above the carburetor as possible, in order to get a gravity flow, and this when the boat is well heeled over. Also keep tank and engine as close together as possible so that the pitching of the boat will not interrupt the flow.

In any event, we must have some method of sounding the tanks to determine the quantity of fuel left or required to fill them. Where they are close under the deck, the filler pipe will be short and straight and can be used for sounding; but when they are under the floor the filler pipe is likely to have several turns or even enter the tank from the side. In this case a separate sounding pipe must be fitted to run up under a table or other inconspicuous place, or one of the many patent indicators can be placed in the tank to be viewed through a floor plate.

The filling connection from tank through the deck should be tight so that spilled gas will stay on deck and not run down the outside of the tank into the boat. Unless quite unavoidable this connection should not be placed in a bright deck, as gasolene is a ready solvent of marine glue and the surrounding deck will always look badly. The cap should, of course, be watertight. It is not good practice to drill a vent hole, however small, in the cap.

The vent should have a separate copper tube run to the open air if possible, well above the tank. The open end should be turned down like an inverted U to keep the water out.

In connecting the tank with the carburetor, care should be taken to keep the pipe where it is unlikely to be stepped on, hit in passing or where stowed duffle will rest on it. Where such a location is unavoidable, as sometimes happens in an old boat, it is advisable to run the fuel pipe through a much larger protecting pipe securely fastened in place.

Copper tubing or brass pipe are the only things to be considered in this line, with the preference given to the tubing. Brass pipe must be fitted up with threaded elbows, couplings and other fittings, giving many chances for a leak, and, being stiff, is much more likely to rupture through jar or vibration than the copper tubing, which can be bent to the turns and set practically in one piece. There are any number of reliable compression fittings for this tubing.

It should be remembered that both brass and copper are subject to hardening and crystallization while being worked and afterward from vibration, and to guard against this either should be annealed after being fitted and before being finally connected. It is perhaps only fair to add that this is seldom done and that both kinds of piping have broken for no apparent cause. For the benefit of those who have not already been up against the job, I will say that the annealing process as applied to copper or brass is just the opposite from that required by steel. In other words, to soften copper, heat to a dull red and cool quickly in water. To guard against a later unforseen break it is advisable to remove and reanneal in about three years.

Shut-off valves should be fitted close to each tank, and if they cannot be easily reached these valves should have long handles or keys so that they can be closed without effort. Another shutoff should be placed close to the carburetor so that the main feed pipe can be removed without draining it.

The various tanks should be so connected that any one can be opened to the main feed line with all the others shut off, thus giving a chance to clean out the primary connections of any one tank without stopping the engine. This also provides against fuel flowing from a high tank to a lower one.

A filter should be installed in the main feed line right next to the carburetor. Any one available will do the trick as the purpose is merely to provide a small settling tank to catch any sediment that may flow through the pipe. There is a duplex strainer on the market so arranged that one side may be used while the other is being cleaned. A better job, particularly on straight power craft where the reliability of the power plant is even more paramount than in an auxiliary, is to run two main feed pipes each with its own strainer, so that the whole thing can be taken down while under way. The super-careful man will fit a strainer as close as possible to each tank, thus keeping all sediment out of the pipes, and if they can be easily reached, this is a good stunt.

The one drawback to all these contraptions is the fallibility of the human — which no amount of printed matter will cure. I have yet to see a strainer or a feed pipe cleaned until the engine stops for lack of gas. Which suggests that the old chamois-lined funnel, while not a prominent feature of the installation, is still an important one.

A final fitting is a drip pan under the carburetor, covered with fine wire gauze. The gauze should have a rim deep enough so that the gas has time to flow through it before it runs across and over the edge. If you recall your work in physics you will remember that flame cannot pass through the gauze and so the gas in the pan will be fairly safe from a backfire.

Our installation may not be as simple as all this. For instance we may find that tank and engine are so far apart that the surging of the boat in a seaway will interrupt the steady flow of gas. I have known of cases where there was even a momentary suction on the carburetor. Here it is advisable to construct a sort of standpipe near the carburetor to equalize the flow. This equalizing standpipe

can be made readily of any size of pipe handy. The pet cock at the top is opened when the pipe is first filled, but closed while there is yet air in it. This air chamber, like that in a pump, will quite effectually control the flow of gas at the carburetor.

Sometimes in an old boat, the only available place for the tank is low down, and in off-shore cruisers it is certainly desirable to have gas as well as water tanks below the floor and near the fore and aft center of the boat, so that full or empty they will have little effect on the trim or balance of the boat. Such a location calls for an auxiliary installation, of which we have quite a choice, more or less satisfactory. The obvious, in these days when every man owns an automobile, is the installation of a vacuum tank so satisfactory on land. I have already explained why this is not an unalloyed joy to the marine engine, except where the owner is content to run his machine at half or two-thirds power — and I have not yet met that man.

Another and earlier automobile method is a pressure system, wherein air is pumped into the main fuel tank either by hand or by a small pump attached to the engine. The first is good except when the operator forgets. The second requires a hand pump for the initial pressure and a relief valve in the line set for two or three pounds blow-off. The chief disadvantage is that the relief valve is set so low that the pounding of the boat in a head sea is liable to keep it jarred open. If the pressure system is used it is obvious that a means of closing the vent pipe must be supplied.

The third method, much used in larger power plants, and twenty years ago incorporated in the old Daimler engine (if I remember rightly) is the installation of a small gravity tank just above the engine. This tank is fed from the main tank by a pump attached to the engine, and to avoid a nice adjustment of the pump and valves an overflow pipe of generous size is fitted to carry the surplus fuel back to the main tanks. Such an outfit is highly satisfactory but costs considerable to install and of course greatly increases the pipe and connections, with their additional chances for leaks.

A new device has recently come on the market and while I have not yet had an opportunity of trying it, it seems perfectly built, is not expensive and should work well. This is in the nature of a small diaphragm pump set directly in the feed line without other equipment and worked by electricity from the ignition battery.

On Fitting Out

In the Spring a young man's fancy turns to fitting out and to writing articles for the magazines on how to get rid of a broken piston ring, straighten a warped propeller shaft and many other items of human interest. Not to be outdone by all these seasonable poets I offer the following briefs for the black gang.

Beginning at the rear end, have a look at the propeller. If it is on an auxiliary and not a feathering wheel, by all means get one. It will add considerably to your speed under sail. Remember that the feathering wheel requires more space fore and aft in the aperture than a solid wheel and be sure that the place is large enough or can be readily made so before spending money for the new wheel. If you already have a feathering wheel, open up the grease hole and refill the inside of the hub with good grease. The propeller will not work satisfactorily when dry.

Work the blades into the feathered position, turn them up and down behind the deadwood and then mark the clutch coupling so that you can readily reset the shaft and lock it in this position. When the shaft is locked, note that neither in the go-ahead or backing position will the blades be up and down, but as soon as the boat moves ahead under sail they will feather and disappear behind the deadwood.

If your two-bladed wheel is prone to vibration and pounding (and most of them are, due to passing behind the deadwood where there is very little resistance, then into the moving water) it is good to know that a rubber bearing will absorb most of it. These bearings can now be had in regular stern bearing type and while they cost a bit of money they are well worth it. Water is the one lubricant needed by a rubber bearing and to assist in feeding it, a good plan is to bore a hole through the deadwood each side into the shaft hole. If the outer end of the hole points forward it will act as a scoop. Do not use oil or grease on a rubber bearing. Greased rubber will disintegrate in a very short time.

It is well to draw the shaft and flush out the hole with a hose to clear away last year's sand.

Unless you have used rawhide packing or flax, the contents of your stuffing box will need replacing. Either flax or rawhide will last several seasons and it will be economy to use them in the replacement. Do not set the box up hard, just enough to stop water coming through. It can be set hard enough to take considerable power from the engine.

Look to the bolts in the coupling. They may be loose or worn. It is a good stunt after the boat is afloat to loosen the coupling and check up on the alignment of the engine, which may have changed during the years. This is especially true where the engine is well forward, and the shaft has several bearings. An auxiliary with a heavy keel is not liable to change her shape and can be lined up on shore, but a powerboat's shaft had best be lined up after she is afloat.

Examine the holding down bolts of bearings and engine. They may have started out, or may be really loose, having worn out the thread in the wood. Loose ones should be replaced with bolts of a larger diameter if possible. A plugged and rebored hole will not last long. A better job is to use a bolt and nut, letting the nut into the engine bed.

If there is gas left in the tanks from last year drain a gallon or two through the carburetor. If there is none left over, put in a couple of gallons and drain that through. There is always condensation in the tanks during the winter and this method gets the resultant water out. Otherwise you may have some trouble in starting the engine which you will waste much time in trying to account for.

Clean the pipes and strainers.

Look over the hose in the water line. It has possibly become soft and will no longer stand the suction. Clean out the sand from the pump.

Take the storage batteries to a good service station and have them brought up to density and well charged.

Look over the switches, tighten their loose springs and replace soggy ignition wires. Refill the fire extinguishers.

See if your squirt cans are fit to use, and lay in a supply of lubricating oil, grease and waste, as well as make a place to put them.

If your engine was running well last fall, it is likely that these "outside" jobs will keep it fit without tearing it apart, so give it a coat of fresh paint. Fresh paint means that the outside of the engine has been well cleaned, giving a chance for examination of all parts, and may be taken as an indication that the engine is pretty well taken care of.

Clean up and grease all your tools and you are ready for the season's work.

In the Lee of the Longboat

by Cap Stan

SAM PIERCE certainly slammed out some lusty wallops when he went to bat against the modern powerboats last month. While he may have fouled off a couple, he sure met the old apple on the trade-mark most of the time. Especially interesting to me was the crack he took at the hull form of many of our power cruisers under 45 feet. Absolutely, Sam, you're right — "too much beam, too high out of water, not enough draft" — that's the story in a nutshell. Of course, these hookers seldom get into rough water — their owners see to that after one experience. They jump, bob and thrash around something awful — life aboard is a painful experience indeed. Even in these badly designed boats, ballast would help. We found out a lot about ballasting in the subchasers during the war. When we first took them over, fresh from the builder's yard, they had scarcely any equipment aboard — were light and "corky" in a seaway. As we accumulated guns, ammunition and other heavy gear, they gradually "found themselves," steadied right down, rode the seas comfortably, rolled slowly and moderately. Finally, they loaded us down with tons of depth bombs and a deck load of gasoline, and they became submarines — plunged through, not over, head seas, and rolled their rails under at every opportunity. So, we tried them all ways, and found that when in proper trim — neither too light nor too heavy — they were fine sea boats in every way. Powerboat owners would be surprised to find what a vast improvement would be made in their boats by judicious ballasting.

* * *

Yes, and some of our auxiliary cruisers are tarred with the same stick. Too much beam, bilge and freeboard — and not enough ballast. I have seen half a dozen or more of these hookers knocking around the past couple of seasons. They sit on top of the water, not in it. Perhaps they seldom put their lee rails under — but they sail "on their ear" just the same, using that high freeboard to lean on, and rolling their weather side high out of water — no grip on the water, no bearings, no power. If those boats ever went into rough water, they'd bob around like corks — and never get anywhere. What a pity that neither their designers nor owners seem to realize what misfits they are.

* * *

The fur is going to fly in the R Class this summer, with a big fleet at Marblehead, eight or ten new ones on the Sound, and a couple at New Bedford. All our best designers will be represented by new craft, and with a Fife creation and two or three of Anker's besides, we're pretty sure to see the Universal Rule developed to the limit. From what I can gather, the New York designers seem to favor the more normal type of boat, while those from Boston and abroad are turning to the long, low, narrow, and otherwise freakish craft. I hear that one boat will be 43 feet over all, and I've seen a model of another, about 40 feet long, which has a big reverse in the forward overhang — a distinct reversion to the "scow" type of bow. Goodness knows what some of the others will be like, or how any of them will show up. But if any of the freaks win, it'll be a question whether the Universal Rule should be revised, or discarded, and a new rule devised and adopted. Yes, this summer should either make or break the rule.

* * *

The Race Committee of the British Ocean Race, with true British thoroughness, have adopted a rather complicated measurement rule under which the entrants will be rated and handicapped. Amongst other things, they consider sail area, displacement, freeboard, etc., and measure length at a point a certain distance above the load water line. Without doubt, it will be a far fairer way of measuring than our decidedly crude methods of rating boats by over all length, or the mean of the water line and over all. But what a terrible task it will be to measure the boats! Goodness knows, the Bermuda Race Committee had their hands full before the 1923 race, with 23 boats entered, and all they had to do was to slap a tape down once on each boat for the over all measurement, inspect hull and rig, and check up on equipment, water and stores. It's bad enough to have to measure sail area alone, but if you add displacement, and two or three other tricky measurements — well, the Britons will have their hands full if they have to measure even a half dozen craft. Good luck to them, and I'll be mighty interested to hear how their rule works out.

It's still problematical as to whether or not we'll have a representative to try conclusions with the Limeys. Linton Rigg's enthusiasm seems to be waning, and I doubt if he'll make the grade with *Filatonga*. However, Oliver Perry has bought Gordon Prince's ketch *Anna A.*, and has a hunch he may take her across. *Anna A.* is a 42-foot *Malabar*-type hull, and should make a good

The leeward end of the Lake at Gosport, England, in rough weather. The International Model Yacht Races will be sailed here.

showing, though she has never been tried out against any of her schooner-rigged sisters.

* * *

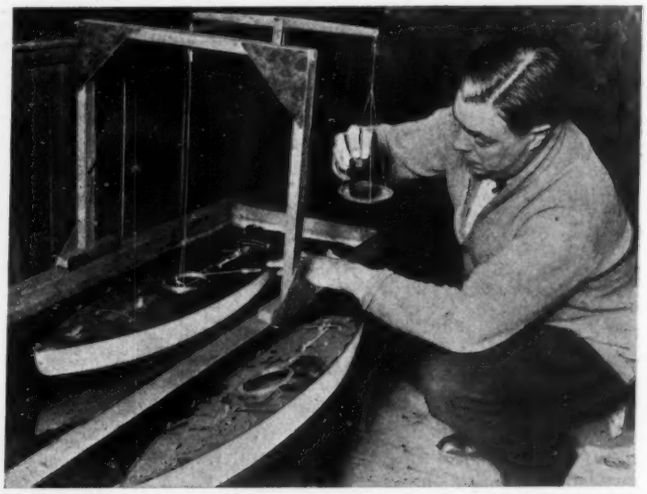
The remarkable achievement of Frank Draper in his 60-foot, cutter rigged *Flying Cloud* in the hurricane of last August is something for the sharks to ponder over. *Flying Cloud* was caught three or four miles off Chatham about 8.30 A.M., with Nantucket Shoals and the inhospitable Cape Cod beach to leeward. She couldn't heave-to, or put out a sea anchor — she would have been on the beach in no time at all. So, under forestaysail and small trisail, she actually *sailed*, close-hauled, all the way down the Cape and into Provincetown — right in the face of one of the worst storms which ever hit this coast. A truly remarkable performance for any boat, of any size or of any type. Now, the *Cloud* is a single-sticker with a comparatively lightly built hull of composite construction, with all the ballast outside, a type of boat frowned upon by many for rough-water work. Yet she clawed right off that lee shore in irreproachable fashion, even though her jib and forestaysail finally blew out, and her trisail sheets parted. Yes, this feat of *Flying Cloud's* should be food for thought for all of us, and particularly for those who decry the merits of boats of her type.

Where the International Model Yacht Races Will be Sailed

AS will be seen by the accompanying photograph, the Gosport Model Yacht Lake, where this year's International Model Races will be held, is a very fine sheet of water. It is open from all points of the compass except the north. But as the prevailing wind at the time of year when the race is being held, is southwesterly, there is not much fear of the racing being impeded in that way. Usually, the winds are fresh, and the picture shows what the popple that gets up at the leeward end of the pond is like when a heavy S. W. wind is blowing. The waves produced are about correct for the size of boat used, and are practically to scale. The action of the near boat in the picture is exactly the same as its prototype in a jump of a sea.

The Gosport Model Yacht Lake, from the starting line.

It is advisable for the American representative to have a second, and preferably even a third, suit of sails as well as her full suit. It is the usual British practice to have the smaller suits rigged complete with spars and shrouds, so as to effect a quick change if required. According to the *Yachting Monthly* rule, however, these spars for small suits must be exact replicas of those used for the full suit and *no smaller*. It will be noticed that the concrete has the water breaking slightly over it in the second picture, and I would once more repeat my caution that your skipper and his mate ought to wear rubber-soled shoes.



Weighing models preparatory to an international race. W. J. Daniels who sailed *Endeavor* here in 1922 is doing the weighing.

H. B. TUCKER.

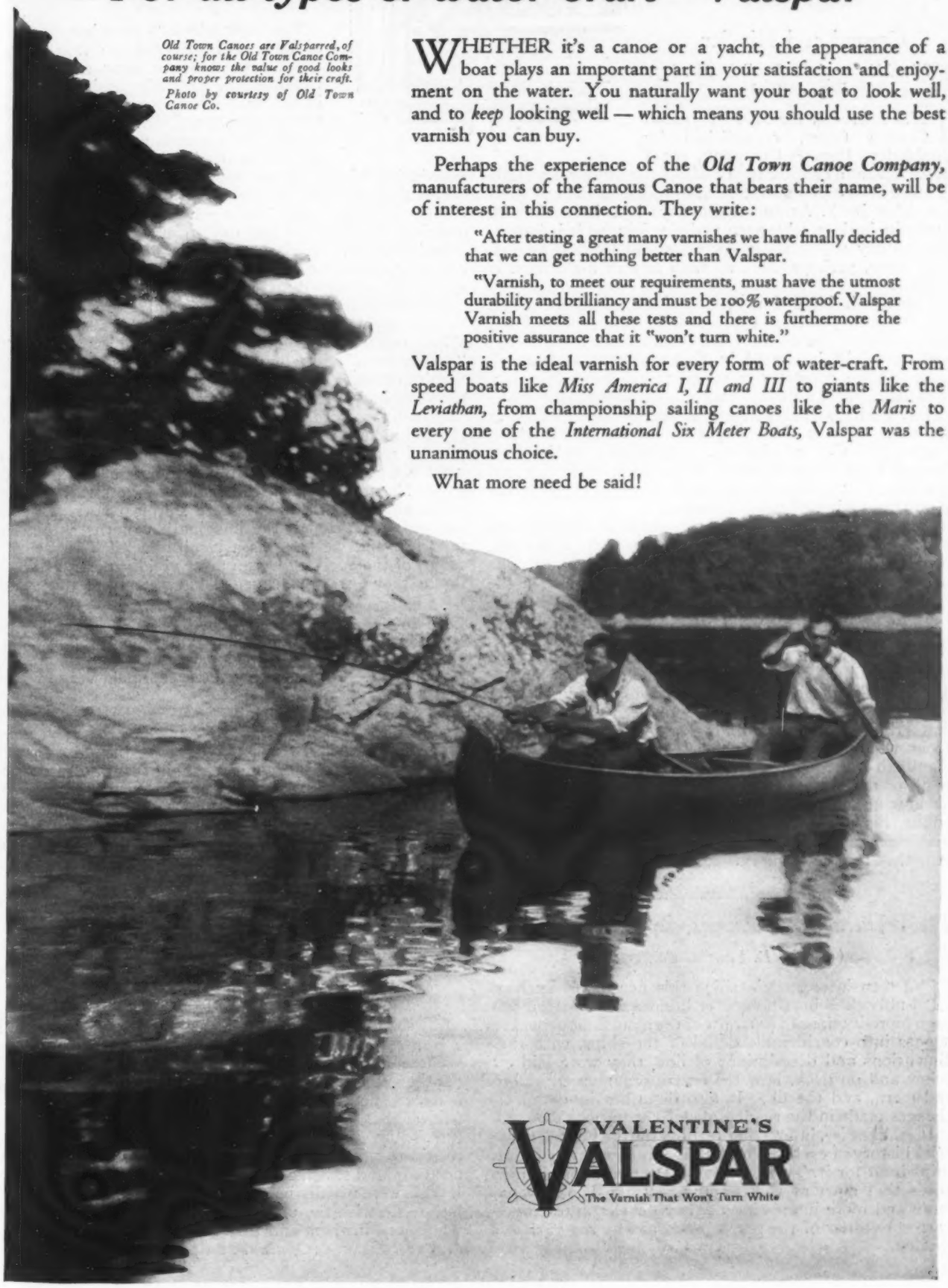
Exception Taken to Wood's Statement

Exception has been taken to the statement made in the March issue of YACHTING, by F. D. Wood, designer of a Class B Model yacht for Phil Pile, that a scaled down model of a large yacht would yaw so badly when on the running leg as to have absolutely no chance with a boat built to the model rules. Mr. Francis L. Herreshoff writes that he demonstrated, a number of years ago, that an International Rule meter model, drawn to scale, would sail equally well as models drawing 20″ to 22″ of water on a 42″ water line length.

He still has his model and is willing to fix her up and prove that models scaled down from a large yacht will steer down the wind without veering and yawing, as well as the boats drawn to excessive draft dimensions. From what we have seen of some of the new models built under the American Rating Rule and under the British Rule, we are inclined to agree with Mr. Herreshoff.

This is a matter that has long been under discussion among model yachtsmen, but bids fair to be more or less settled in the International Race this summer.

For all types of water-craft—Valspar



Old Town Canoes are Valsparred, of course; for the Old Town Canoe Company knows the value of good looks and proper protection for their craft.

Photo by courtesy of Old Town Canoe Co.

WHETHER it's a canoe or a yacht, the appearance of a boat plays an important part in your satisfaction and enjoyment on the water. You naturally want your boat to look well, and to *keep* looking well — which means you should use the best varnish you can buy.

Perhaps the experience of the ***Old Town Canoe Company,*** manufacturers of the famous Canoe that bears their name, will be of interest in this connection. They write:

> "After testing a great many varnishes we have finally decided that we can get nothing better than Valspar.
>
> "Varnish, to meet our requirements, must have the utmost durability and brilliancy and must be 100% waterproof. Valspar Varnish meets all these tests and there is furthermore the positive assurance that it "won't turn white."

Valspar is the ideal varnish for every form of water-craft. From speed boats like *Miss America I, II and III* to giants like the *Leviathan,* from championship sailing canoes like the *Maris* to every one of the *International Six Meter Boats,* Valspar was the unanimous choice.

What more need be said!

VALENTINE'S
VALSPAR
The Varnish That Won't Turn White

Books for the Yachtsman's Library

Conrad and His Sea

("The Mirror of the Sea," Doubleday, Page & Co.)

THE Mirror of the Sea, by Joseph Conrad (1905, republished by Doubleday, Page & Company, 1924) forms almost a chapter in the life of the author, and tells us more of the years that Conrad followed the sea than any other book. As on certain days it is impossible to mark the horizon where sea and sky join, so is it impossible to say where the story ends and Conrad begins. This story, perhaps more so than any of his others, is Conrad.

That admirable understanding of self, of sailors, of the sea, is given powerful expression in this group of sea sketches. In so far as there is a dominant keynote to the book it might be found in that mystical attempt of sailor-folk to construct a supernatural personification, or rather almost a deification, of all things that ride the waves. Perhaps that attempt is based deeper down in the ways of man than comes to the surface in those rough-fisted sons of the sea. But be that as it may, through Conrad's eyes one is led to see clearly the soul of a ship, that guiding hand that in times of stress comes to pull her timbers through to safety.

Small wonder is it that a keen sense of some unseen power is felt on those lifting decks when home is in sight, and a strong head wind holds for day-in, day-out. One can find a personality lurking even in the midst of the daily press under the inconspicuous headings of "Overdue" and "Missing." What this power is, Conrad does not tell us; we can only see it and feel its strange workings.

And then there is the taint of the land — a taint which exists, for all the comforts of the home port. For only in the landlocked harbors of home is the ship deprived of her very human aspects. There, all is reduced to a certainty; that grim power of the rolling seas is unknown in the docks where lie the tall ships. Unknown in fact, but thanks to *The Mirror of the Sea* it may be within the ken of all of us, portrayed as Conrad alone can portray it, for now and for all time, so that the sea with its great sailing ships can pass down the ages of man hand in hand with the name of Neptune's most vivid writer. Both are gone save for the memory.

JAMES STONE.

The Western Ocean Packets, By Basil Lubbock

(Charles E. Lauriat Co., 1925)

TO men interested in ships this new book by Basil Lubbock is invaluable, for besides some fifteen full-page reproductions of portraits of the more famous packets it goes into considerable detail of the ships, with their dimensions and descriptions of how they were laid out below and on deck, how they were ornamented at bow and stern, and the like. It also describes in detail the changes made in the rigging of ships at various dates.

It is, likewise, interesting reading for the historian, as a brief history of each packet line is given, with a list of the ships built for it. To the layman, the short sprinkling of notes that start at the beginning of the book become more and more interesting as they develop into lengthy yarns or stories of the sea, as good as any sea yarn ever written.

The book tells in a complete manner of the kind of ships and men that ran in the North Atlantic ferry service between America and England, or France, in the days when steam was struggling for a foothold and the clean, handsome sailing packets took no longer to cross the ocean than did the steamers. The description of how these men lived is so vivid in portrayal that one can see the emigrants huddled together like cattle in the 'tween decks — how they cooked and ate and how the ship was laid out to accommodate such a crowd. But the first class passengers lived in elegance in cabins, resplendent with mirrors and mahogany, bird's-eye maple, rosewood and satinwood joinerwork.

Several lively scrimmages are recounted, showing the desperate characters that sailed in the foc's'les of these ships, men who earned for themselves the appellation of "packet rats," and telling how the skippers handled such tough characters. Mastery by the afterguard over the foc's'le gang was absolutely essential to the life of both ship and passengers, so while some captains of high mental calibre kept their crews in submission without the display of much force, there were others who used brutal methods, brass knuckles or billies to subdue the forward gang. Naturally, just as all bad news gets rushed into print, any hint of a fight aboard ship lost nothing in its transmission through the imagination of the ship-news reporter, and we have as a result the "hell-a-roaring" mates of the Western Ocean most vividly portrayed. No doubt they were tough men. I knew many of them and they had to be tough. Seagoing is a tough business and breeds tough men — but don't let us lean too much toward the dime novel desperado in describing them. It may make reading that appeals to the story hungry landsman, but all ships were not bad; only the exceptional vessel was a hell-ship.

In the back of the book are some interesting abstracts from logs of ships, such as the voyage of the *Jamestown* under Captain R. B. Forbes, who took the ship, loaded with provisions, to starving Ireland in 1847. Some details of specifications of the ship *Cornelius Grennell* tell briefly more real facts of how these ships were built than could many pages of description.

It is a book everyone interested in ships and the sea will want to put in the bookcase alongside of the other Lubbock volumes, such as *The China Clippers*, *The Colonial Clippers*, *The Blackwall Frigates*, etc.

C. G. DAVIS.

Sailing Ship Models, By R. Morton Nance

(Holton & Truscott Smith, Ltd., London, 1924)

AT a time when models of sailing ships are creating great interest and are very much in demand, the volume by R. Morton Nance that came out last year under the imprint of Holton & Truscott Smith, Ltd., London, is most timely and brings us a lot of information on this subject that has never been available under one cover before. From the very earliest ages the model has been the means of perpetuating ship design. It was always more accurate and satisfactory than paintings or drawings, as models were usually made by ship builders and those who had to do with the production of the vessel, or by those who sailed in them and thus knew the proportion of one

(Continued on page 70)

E. D. Burge "relies implicitly" upon the Kohler Automatic Electric Plant

Santa Ana, Cal.

Kohler Co.
San Francisco, Cal.

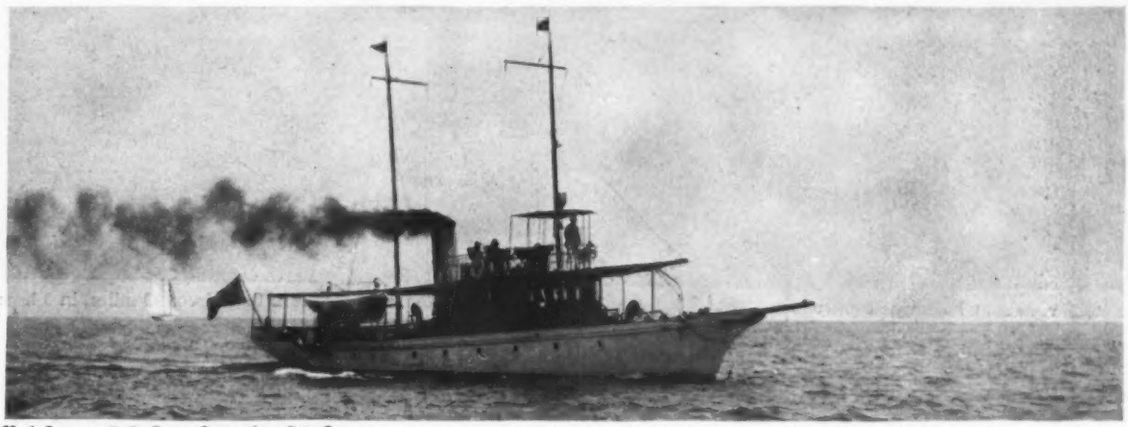
Gentlemen: I have had one of your Kohler Automatics on my yacht "Louise" for over four years. It is furnishing current for lights, fans, grill, toaster, percolator, and other electrical appliances, as well as for charging the radio battery and operating the radio.

This plant has given truly remarkable service. The automatic start and stop feature makes it particularly adaptable to use on yachts. It has no storage batteries and is unusually compact. The cost of operation is very low indeed, and the plant is so well built that it promises to give many more years of service.

The plant runs quietly and we have come to rely implicitly upon it to respond whenever current is demanded. I believe it is the very best plant on the market for yachts.

Yours very truly,

E. D. Burge



Yacht LOUISE; *E. D. Burge, Santa Ana, Cal., Owner*

Four years of real electricity

Mr. Burge's letter tells the story of the Kohler Automatic Electric Plant's efficiency and reliability.

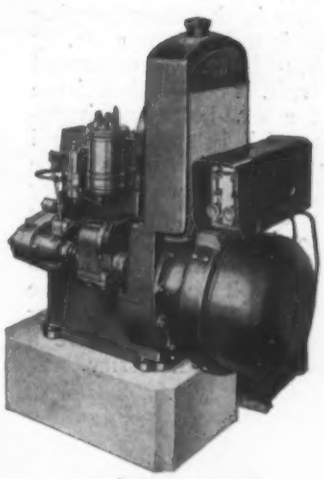
For four years his plant has served him well. With its city standard 110-volt current it has enabled him to make free use of all the familiar electrical appliances of a modern home.

Unhandicapped by the usual storage batteries—the Kohler Automatic has only a small *starting* battery—this unit has saved its owner care, expense and space. Fully automatic, it has insured the same sort of press-the-button convenience that city electricity provides.

Quiet, economical to run, and built to last for years, Mr. Burge's Kohler Automatic has given him good reason for his opinion that this unit is the "very best plant on the market for yachts."

You will agree with this opinion if you will examine the Kohler Automatic and its long record of successful performance both on land and sea. And you will find that there is a Kohler Automatic model to suit your requirements, at a price that is moderate indeed for such quality and ability.

See the Kohler Automatic in operation at the nearest of the seventeen Kohler branches. The coupon below will bring detailed information.



Kohler Automatic Model D
1500-watt; 110-volt, D. C.

Kohler Co., *Founded 1873*, Kohler, Wisconsin • *Shipping Point*, Sheboygan, Wisconsin
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MINNEAPOLIS, MINN. ..... *220 4th Street, South*
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Gentlemen: Please send full information about Kohler Automatic Electric Plants.
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Automatic Electric Plants—110 Volt D.C.
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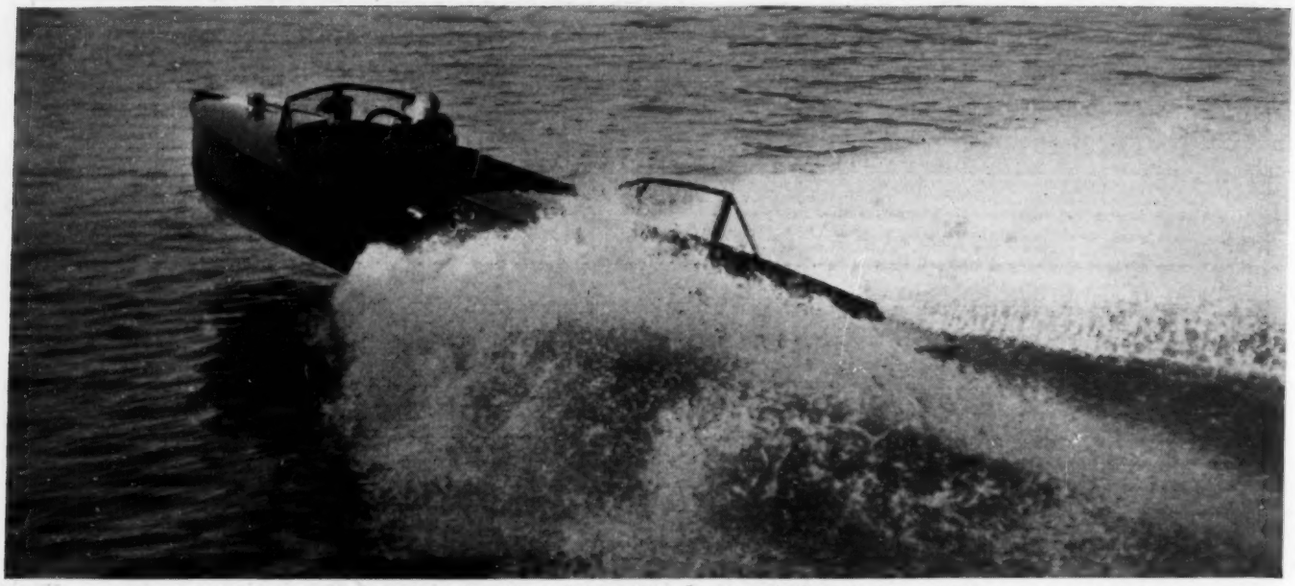


A 26-foot stock runabout built by Stephens Bros., Stockton, Calif., which ran recently from Stockton to 'Frisco, 90 miles, in 3 hours and 40 minutes. She is powered with an F-6 Scripps Motor.

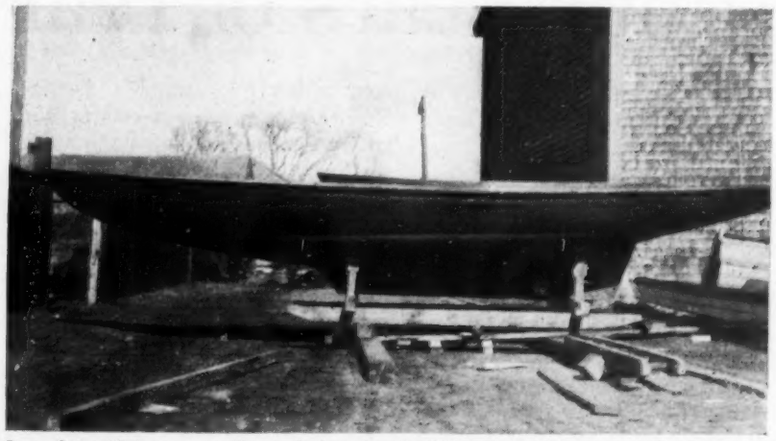
Of Interest to the Skipper

The Nantucket One-Design Class

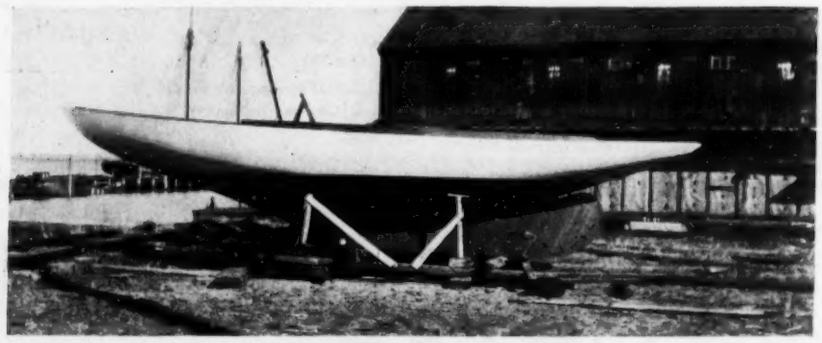
IN the January issue of YACHTING appeared the plans of a fine class of one-design centerboard sloops from the board of C. D. Mower, of which six or more are building on order at the Nantucket Boat Works, Nantucket, Mass. One of the completed boats is shown in the accompanying picture. She is a fine little craft, 27 feet over all, 18 feet on the water and 2½ feet draft. The builders have turned out a well-built and handsome craft, with bright decks and mahogany trim. The boats have Marconi rig, with roller reefing gear and outside ballast. The Nantucket Boat Works have, we understand, built several additional boats of this model for stock. They should make ideal craft for day sailing and racing in any waters, especially where a centerboard boat is a necessity.

The Islip One-Design Class

Another popular one-design class is the one turned out by Cox & Stevens for Great South Bay, known as the Islip Class, of which 20 boats are being built for those waters by the Greenport Basin and Construction Co., and five for use in Houston, Texas. These boats are 15 feet long on the water and 23 feet over all. The Junior Yacht Racing Championship of Long Island Sound will be sailed in these boats, starting August 3rd. While centerboard boats, the ballast is all outside. The picture shows what handsome little boats they are. The plans appeared in the February issue of YACHTING.



One of the 27-foot over all one-design class building at the Nantucket Boat Works, from designs by Mower.

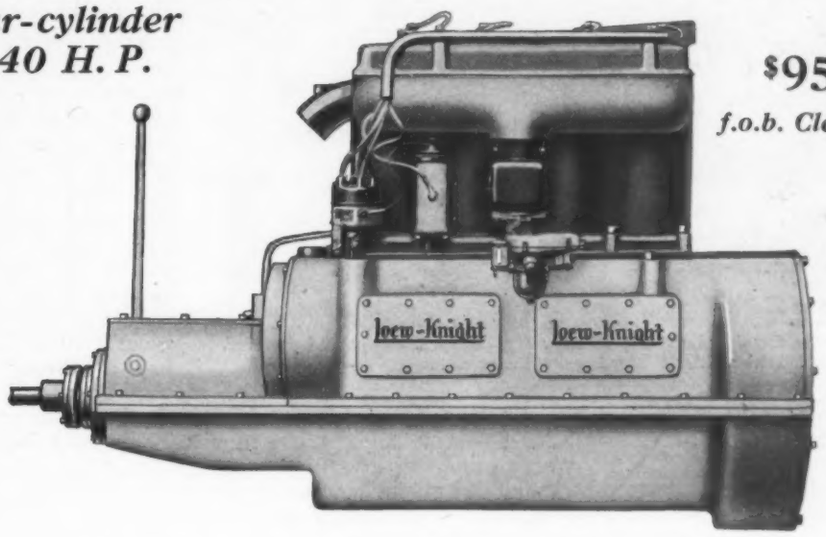


One of the 23-foot Islip Class, designed by Cox & Stevens, of which some 25 boats are now building by the Greenport Basin & Construction Co.

Stephens Runabout Makes Fast Run

From Stockton to San Francisco in 3 hrs. 40 mins., a distance of 90

Four-cylinder
25-40 H. P.



$950
f.o.b. Cleveland

Silent · Smooth · No Valves to Grind · No Carbon to Remove · Longer Life

New Standard of Performance

A SLIDING sleeve-valve engine, of the Silent Knight type—different from all other marine engines—the **Loew-Knight** sets a *new standard of performance.*

This new-size four-cylinder, like all **Loew-Knight** engines, is wonderfully silent, smooth, and efficient—head and shoulders above the mass of ordinary marine engines.

You can have one or a hundred NOW.
They are ready. Write today for details.

Other Sizes—50 H. P. to 300 H. P.

THE LOEW MANUFACTURING COMPANY

Sole Licensee and Manufacturer of Knight Marine Engines

EARL H. CROFT, *Sales Division*

Madison Avenue and West 90th Street, N. W., CLEVELAND, OHIO, U. S. A.

Topaz IX, a 50-foot power cruiser built last year for Mr. Harry S. Haupt and powered with a Trident Model Sterling 6 cylinder engine.

miles, is the record recently made by a stock runabout built by Stephens Bros., of Stockton, California. Through rivers, sounds, bays and straits, in tide rips and heavy seas, the little 26-ft. displacement boat never faltered, her Scripps F–6 motor, only half open, purring contentedly without attention during the entire trip. Both the Stephens Co. and the Scripps Motor Co. are proud of the performance of hull and power plant, especially as the boat is not designed to be a light racer, but is a thoroughly staunch hull, with capacity for carrying up to nine passengers without crowding.

A New Loew Knight Motor

In line with its policy to produce a Loew Knight sliding sleeve-valve engine to meet the need of every boat owner, the Loew Manufacturing Co., of Cleveland, have recently started production on a 4-cylinder, 25–40 h. p. model which completes their line. The new motor, known as the Model LKB, is of the 4-cycle type, having cylinders 3¾" bore by 5⅝" stroke, and develops from 24 h.p. at 800 r.p.m. up to 53 h.p. at 1800 r.p.m. Quantity production is already under way, and immediate delivery is assured.

Hall-Scotts for Florida Fishing Boats

A fine example of a handsome boat and efficient power plant is offered in the accompanying illustration of the *Constance B* a smooth-planked Florida fishing boat owned by L. B. Bader, of Boston and Palm Beach. *Constance B* was designed and built by the Gibbs Gas Engine Co., of Jacksonville, Fla., and is 36′ over all, with a beam of 9′ and draft of 30″. Powered with a pair of 75–100 h.p. Hall-Scott Marine engines, she runs anywhere from 2 up to 18 miles per hour, and has given her owner the greatest satisfaction during the past season in Florida waters.

A Boat Show at Bergh's New Show Room

Feeling that with the average yachtsman "seeing is believing," the Bergh Boat Corporation has opened an attractive show room at 57 Park Place, New York, where they will have on exhibit the various boats and motors which they handle. Included in their line is the Cape Rozier Runabout, the Snowdon Sailing Boat, Hartford 2-cycle marine motor, Evinrude and Elto outboard motors, and numerous skiffs, rowboats, etc. The personnel of the Bergh Corporation is well versed in the design, construction and handling of all types of craft, and are always ready and willing to cooperate in every way towards helping the yachtsman solve his small boat and motor problems. A visit to their new show rooms should be interesting, instructive and helpful.

New Current Tables

The U. S. Coast & Geodetic Survey have just issued new current diagrams for Nantucket and Vineyard Sounds, printed on heavy chart paper, which should be on board every yacht using these waters. The new current tables enable one to determine graphically the direction and strength of the current which will be encountered at any one place at any given time, and, further, enable one to figure out easily and accurately at just what time a boat will encounter the most favorable tidal conditions for a passage either to the Eastward or the Westward. They may be procured from any nautical supply house for the modest sum of fifteen cents.

Attention, Navigators!

Every navigator, or anyone who ever expects to navigate, should not miss the opportunity of visiting the U. S. Shipping Board office, at 45 Broadway, New York City, for here are offered a large variety of surplus sextants, chronometers, and barometers at extremely low prices which will probably never be duplicated. Circulars will be sent upon application, and mail orders will be filled.

New York State Canals Open

Commissioner of Canals and Waterways, Royal K. Fuller, announced that unless flood conditions prevented, the Erie, Oswego and Cayuga-Seneca canals would be opened to navigation at twelve o'clock noon, Wednesday, April 22nd.

Constance B, a Florida fishing and cruising yacht owned by Mr. L. B. Bader, which makes 18 miles with a pair of 100 h.p. Hall-Scott engines.

The NEW SUPER BEAR CAT

BEAR CATTING in the sunny South, on Northern lakes and rivers, or along the seaboard, offers the delights and thrills which nothing else can approach. It even brings your summer home in many cases to but a half hour's ride to the city and business.

The Super Bear Cat is a dependable and seaworthy runabout that attains speeds of more than forty miles per hour with the unrivaled 225 horsepower Hall-Scott marine motor. It carries ten passengers safely, swiftly and comfortably. Its luxurious fittings, perfectly appointed leather upholstering, smart Honduras mahogany streamline decks and hull with rakish windshield create a picture of unusual desirability and distinction.

BELLE ISLE - HACKER *Boat Sales Co.*

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Sixty-three hundred
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Passengers
to and from
EUROPE
Travelled
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Cunard
during 1924 ~ again the largest number carried by any line or group of lines on the Atlantic.

By Popular Verdict—

THERE IS NO BETTER WAY

"Going to Europe is only half the pleasure —the other half is going on a Cunarder."

Literature, schedules and other information on request.

CUNARD
and ANCHOR Lines
25 Broadway, New York or Branches and Agencies

New Evinrude Year Book

The Evinrude Year Book for 1925–1926, just off the press, is a booklet in which every yachtsman, hunter, canoeist and sportsman should be interested. It traces the history of boating from the ancient galleys down to the modern outboard-equipped boat, and tells of many uses to which outboards have been put, both at home in America and in far off corners of the world, such as Panama, Siam, China, Canada, Africa and South America, and even in the uncivilized parts of the South Seas. Any yachtsman may have a free copy of this interesting book, by applying to the Evinrude Motor Co., Milwaukee, Wis.

Handicap Yacht Racing Class of Long Island Sound

(*Continued from page 37*)

In races in which there are but two starters the second yacht shall receive one per cent additional handicap for the next race. Handicap figures shall be kept reduced to scratch in each Division.

IV. At the close of each racing season Championships shall be awarded in each division in accordance with the rules governing championships in the Y. R. A. of L. I. S.

Last year 25 boats were enrolled in the Handicap Class. This year there will probably be an even larger fleet. Prizes are given in the championship events of the Long Island Sound Yacht Racing Association, by all the yacht clubs on the Sound. The officers of the class for the year are: President, Arthur G. Hill; Secretary, C. A. Marsland, and Treasurer, F. E. Raymond.

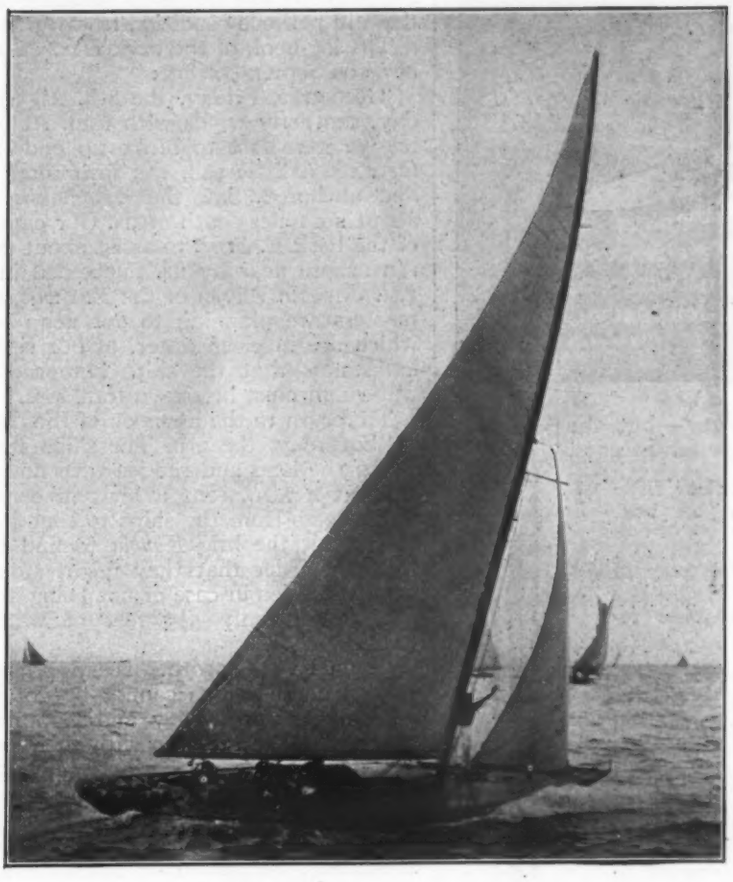
Sailing Ship Models

(*Continued from page 64*)

part to another and the details of rigging that mark the good model, whereas pictures were usually painted by those not familiar with the sea, or if they were seafaring men they were not artists.

This book traces the history of the sailing ship through models from the earliest times to the late clippers, and the still later fleet that made its last stand under sail in the West Coast trade around Cape Horn. It is the most beautiful piece of printing and engraving that has ever come into this office. Many of the plates are in colors. The list of illustrations is most complete and embraces models of every kind, from the days before the Roman Empire, down to the ship *Young American*, and the *California*, of 1890. It is a book that every one who loves ships and their miniature reproductions should have. It is, however, printed in a limited edition, though we believe some can still be had.

H. L. T.



SARI
Class "R"

Winner of 1924 Mackinac Race.

Ben Carpenter, Jr., owner, Chicago, Illinois.

RIGGED WITH WAMSUTTA DUCK

Made by Geo. B. Carpenter & Co.

"Much Admired . . ."

Says Ben Carpenter, Jr., of his Wamsutta Sails

THE Sari's sails of Wamsutta Yacht Duck date from 1923. After two seasons of racing, Mr. Carpenter writes, telling of the satisfaction they have given him, remarking that they have been much admired wherever they have been seen.

Rightly so, for Wamsutta Yacht Duck is the finest canvas on the market. It is closely woven from selected Egyptian cotton and thoroughly seasoned before it is sold — *a fitting partner for the finest hull.*

Samples from your sailmaker, or,

HOWE & BAINBRIDGE
Distributors
220 Commercial Street Boston, Mass.

Made in All Weights for Boats of Every Size

WAMSUTTA YACHT DUCK

Made in America for American Yachts

WAMSUTTA MILLS, New Bedford, Mass., *Founded 1846.*—RIDLEY WATTS & CO., *Selling Agents*, 44 Leonard St., N.Y.

Use Textasote now— and forget 1926!

Textasote is known for beauty—but the shipyard can tell you of other advantages.

It requires no paint, no white lead, little of the labor which delays your boat when you want it most.

Being soft and pliable, it is easy to tailor or lay. It cannot leak, does not rot and consequently postpones replacement.

This beautiful processed duck comes in many weights and colors. For awnings—blue, green, red, orange and tan with the same color on both sides, or different on each. For spray hoods and dodgers, boat covers, bridge screens, weather cloths and for decks—tans and grays are supplied.

Not only will Textasote demonstrate economies in time and labor but its unusual beauty and smartness of colors will be a satisfaction from the start.

The Pantasote Co., Inc.
250 PARK AVENUE AT 46TH STREET
NEW YORK

Write!

Large samples of Textasote will be sent to any builder, architect or owner on request.

[*SAMPLES FREE*]

The Pantasote Co., Inc.
250 Park Avenue, New York

Please send samples and leaflets describing Textasote — the new processed duck.

Name .....

Address .....

My boat builder, architect or dealer is: .....

Check here for ☐ *Pantasote* ☐ *Russialoid.*

for yacht cushions and upholstery

PANTASOTE, the famous durable fire-resistant artificial leather is standard.

RUSSIALOID is less expensive but will stand long, hard service for the same purpose.

The Loss of a Great Arctic Fleet

(*Continued from page 26*)

into shoal water by the ice with every prospect of being drove ashore. In standing in shore to clear the ice, the bark *Elizabeth Swift* grounded, but hauled off in a few hours. Eight ships in sight to the S. W. of Wainwright Inlet, one of them with her masts cut away — a wreck. Suppose she has drove on shore by the ice. The rest of them in perilous condition from the ice and the land."

The log-book of the bark *Henry Taber* records further news on September 8th:

"Remarks, Friday, the 8th. All the fore part of this day, southerly winds with rain. At 9 A.M., the piece of ice we were fast to broke up and drifted. Let go our fast, set a little sail, ran into three fathoms of water, and anchored. Saw the *Awashonks* a complete wreck, about six miles south of us. Our captain went on board of the bark *E. Swift* to assist about getting off when she ran ashore near by us. Succeeded in doing so about 4 P.M. Captain Bliven of the *E. Swift* is very sick. All the masters are planning to get news to the ships south, which are in clear water, of our situation. It certainly looks now that the ships here can never reach clear water and must become a total loss."

To return to the log-book of the *Seneca:*

"Saturday, the 9th. The ships still all closed in between the land and the ice with no prospects of getting out. At 4 A.M., sent a boat in company with several other boats from the ships to sound and find a channel to get out the brig *Kohola* to find the outside fleet of ships, in order that they might stop and get the men from the ships in case of not being able to get the ships out. Found only 5½ feet of water off Wainwright Inlet.

"Sunday, the 10th. Every prospect of having to winter, as the ships cannot be got to clear water. At 4 A.M., Captain Kelley and Captain Williams, of the *Monticello*, left the ship with their boats to go towards Wainwright Inlet to try and get out the brig *Victoria*, of San Francisco, Captain Redfield, to go and look up the remainder of the fleet that are in clear water to take the crews from the ships as soon as possible, as the new ice is making. Employed on board in fitting the boats to leave the ship. At 11 P.M., Captain Kelley returned on board.

"Monday, the 11th. Making preparations to leave the ship, getting the boats ready and provisions. Some of the ship's boats have gone to Icy Cape with provisions to land in case the ships have to be abandoned."

The following day, September 12th, the captains of the fleet held their final conference and decided that there was nothing to do but abandon their vessels. The pack ice had advanced with irresistible power, threatening to crush each ship or to ground the vessels on the shoals that fringed the shore. To spend the winter in the Arctic was impossible, as the fleet did not have sufficient provisions to last until the following spring. There was little hope that a northeast wind would come soon enough to drive the ice pack out and so save the remaining vessels. The decision of the conference was arrived at with sorrow, and, following it, orders were given for the ships to fly their ensigns union down, and for the crews to make preparations to leave.

The *Seneca's* record of this trying period follows:

"Wednesday, the 13th. Three boats away with provisions trying to reach clear water. The whole fleet of ships have their boats doing the same. As yet there is no report from the boats, and it is not known that there are any ships of the whole Arctic fleet in clear water. Every effort has been made to find water enough to get the ships out but without success, as there are banks to cross that have only five feet of water on them. At 11 P.M., two boats returned to the ship, having landed the

Howe & Bainbridge

220 COMMERCIAL STREET

BOSTON, MASS.

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Sail Cloth
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Yacht Hardware

"Always with you Camping Tents"

7 x 9 foot Amazon type, 7 foot high, 3' 6" back wall. Made of feather-weight Egyptian Spinnaker Cloth with no poles. Total weight 6½ pounds. Folds into a flat small package which can be carried under the rear seat of any car. Ideal for tourists. Write for description, price, etc.

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Old Town Sailing Canoes
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Old Town Oars, Leathered, Coppered and Varnished
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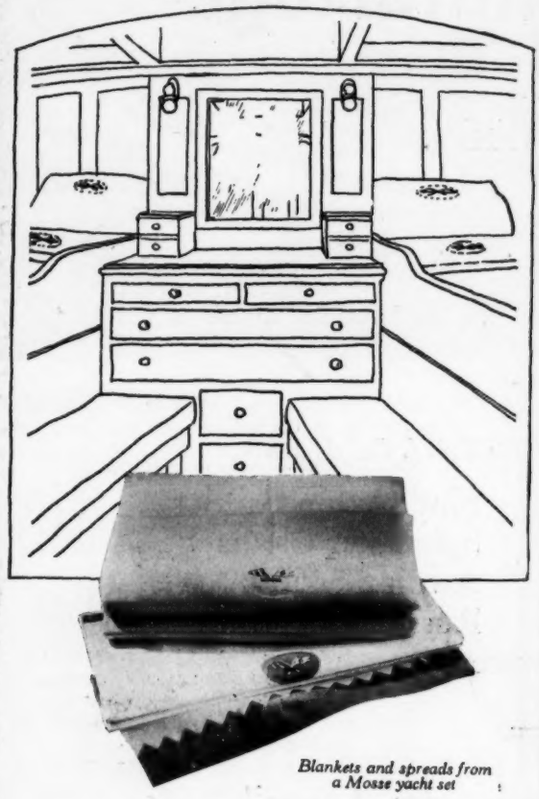
INQUIRIES FOR SAMPLES OR PRICES GIVEN PROMPT ATTENTION

MOSSE
INCORPORATED
730 FIFTH AVE
NEW YORK, N.Y.



Blankets and spreads from a Mosse yacht set

In the dining-saloon, cabins and bathrooms linens are constantly handled by your guests. Specially designed for your yacht and marked with your flags in color, Mosse yacht linens will be both practical and distinctive for every requirement of entertaining.

A Mosse yacht set includes table damask, pantry linens, bathroom linens, bed linens—everything required for a week-end party or an extended cruise. Anyone a member of a recognized yacht club can receive photographs, estimates and sketches without obligation.

provisions on board of the bark *Lagoda* of New Bedford, Captain Swift.

"Thursday, the 14th. Commences with light winds from the N. E., and fine weather, the ship still closed between the land and the ice in company with twenty-nine other ships, and all making preparations to abandon ship, as there are no prospects of getting out this year. The ice at present is crowding in on the land. The ship, as she swings to her anchor, the rudder touches the ice. The wind at 10 A.M. cants to the S. E., with a falling barometer. At 1 P.M., we abandoned the ship, the wind veering to the S. W., and the barometer still continuing to fall with every indication of a S. W. gale. The boats steering along the land towards Icy Cape. At 3 P.M. on Friday the 15th, two boats' crews with the captain and mate arrived on board the ship *Daniel Webster*, Captain Marvin, the other boats going to other ships."

The log-writer of the *Seneca*, in his account of the happenings of September 14th, his last entry, does not describe fully the journey taken by the crews from their abandoned vessels to the rescuing ships. His bitter sufferings, inevitable on such an occasion, must have prevented him from going into much detail. But the story told by Mr. William F. Williams, written many years afterwards gives this account:

"I doubt if I can adequately describe the leave-taking of our ship. It was depressing enough to me, and you know a boy can always see possibilities of something novel or interesting in most any change; but to my father and mother it must have been a sad parting, and I think what made it still more so was the fact that only a short distance from our bark lay the ship *Florida*, of which my father had been master eight years, and on which three of his children had been born. The usual abandonment of a ship is the result of some irreparable injury and is executed in great haste; but here we were leaving a ship that was absolutely sound, that had been our home for nearly ten months, and had taken us safely through many a trying time.

"The colors were set and everything below and on deck was left just as though we were intending to return the next day. Our boat contained, in addition to its regular crew, my mother, sister and I, and all our clothing, bedding and provisions, so that we were loaded nearly to the gunwales. We got an early start on the morning of the 14th, and by rowing and sailing, the water being very smooth all the way, we finally reached Icy Cape and landed on the beach just as darkness was setting in. A tent was erected for the ladies and children, and great fires were built for the men and for cooking. We still had several miles to go to reach the ships, and as it was in the open ocean outside the ice, there were some fears as to our ability to make it with our boats loaded so deep. To add to out discomforts, mental and physical, it commenced to rain and blow, so that, taken all in all, it was a night that few of its participants will ever forget.

"By morning it had stopped raining, and although there was a good fresh breeze blowing it was decided to start out as soon as we had eaten our breakfast. Our boat made the trip under sai , and although we put in several reefs, it was a hair-raising experience. My father had decided to go aboard the *Progress*. She was still at anchor and pitching into the heavy seas that were then running in a way that would have made you wonder how we could ever get the men aboard, let alone a woman and two children; but it was accomplished without accident, or even the wetting o: a foot. As fast as the boats were unloaded they were cast adrift to be destroyed against the ice pack a short distance under our lee, where the waves were breaking mast-head high."

Now to the banquet we press

Now for the eggs, the ham

"Now to the banquet we press;
Now for the eggs, the ham,
Now for the mustard and cress,
Now for the strawberry jam!
Now for the tea of our host,
Now for the rollicking bun,
Now for the muffin and toast,
Now for the gay Sally Lunn!"

The Sorcerer

WHEN the food is served on board, china is almost indispensable. You may not need a galley full, but what you do have should be good. A tea-service or a dinner set, decorated with your own and your club flags, is by no means in the realm of preposterous extravagance, for here at Ovington's you can get excellent china, decorated especially for your yacht, at very modest prices indeed.

A dinner service for six may be had for as little as $100.

What is true of china is true of crystal. The same decoration you select for your china service can be repeated on your glassware.

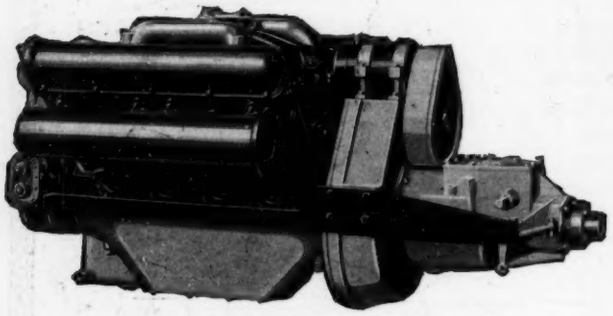
We have succeeded, we think, in divorcing high prices from yacht china, and we are delighted to submit designs to any member of a recognized yacht club.

"THE GIFT SHOP OF FIFTH AVENUE"

OVINGTON'S

FIFTH AVENUE AT 39th STREET

Orders are pouring in for the Cross-Kysor 220 H. P. Super-Marine Don't Delay *Your* Order



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At last you can purchase a marine engine which incorporates economy, stability, compactness, flexibility, easy starting and maximum mechanical efficiency, combined with high speed and light weight—

A unit power plant with all working parts enclosed and accessible, and designed to withstand the ravages of salt water—

A combination of brains and metal —with more brains than metal employed in the construction—

It is the Cross-Kysor, eight-cylinder, 220 H. P. Super-Marine which weighs only 837 pounds, including Reverse Gear.

Send for free illustrated booklet entitled "The Birth of a Winner"— it tells the story!

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Patentees and Sales Manufacturers of: Cross-Kysor Reverse Gears and Cross Gear Boxes

"A Brute for Power and a Glutton for Speed"

The Cruise of *Diablesse*

(*Continued from page 29*)

strong stomach powders were given while the skipper, rolling a polished gru-gru nut in the palms of his hands, uttered these ever magic words of Bill Nye, "Sic semper omnia calico house-plant." Within the hour the corporal was on his feet; that night he danced!

In the evening, escorted by the Scotch schoolmaster — pot hat, umbrella held by the middle and tiny satchel — a perfect picture of the back country dominie — and the sergeant of police (also white), we went to the schoolhouse where, enthroned on a raised platform like high potentates, we looked on. For an hour we listened to the monotonous tom-tom of the drum, the shrill meanderings of the fife, the rattle of a pebble-filled gourd and the tinkle of the triangle, which somehow blended into the soothing measures of a passeo. The rhythm, exact as though regulated by a metronome, was compelling. The dancers, nearly all of them black, moved in stately time as though propelled by some hidden power. Serious of face (there was nary the semblance of a smile), one felt the presence of a wild suppressed emotion, a subtle appeal to the sensuous which, one saw in the perspiring faces, was growing into a stronger feeling. Unrestrained — and we began half to suspect that our presence was a restraining one — in the throbbing of that passeo one might foresee such scenes as travelers leave to asterisks or translators mask in their Greek or Latin.

There was something wholly novel to this down cay jaunting under jury rig. Ridiculous too, to up anchor and steer by our windage while leisurely we secured our anchor; and then to hoist our handkerchiefs, one by one, the patch jib, the shortened fores'l and the tris'l — and when they were up, to go roaring, actually roaring through the water. By some disproportion, to which we had become accustomed, the idea ever of using full canvas again seemed preposterous.

Cannouan, where we had certain business, was in an epidemic of dysentery, and here through all the afternoon and well into the evening, the skipper, with his conch for assistant, cholera-dropped a goodly portion of the inhabitants. The chief man of the settlement, and the sickest of the lot, said, "First you come here lone crew in a canoe; now you are captain of a schooner!" A complete compliment, for in these islands, be it known, when a white man is called captain it means that is he looked upon as a practical doctor, as well.

During the night it was the mate's turn to come down with a touch of food poisoning and as *that* was no matter for bilge water or the skipper's quackery, we made haste in the morning to run down for Carriacou and a *good* doctor. Here we spent the Glorious Fourth — for it was now July — with the commissioner, Whitfield Smith, who helped us celebrate the day with a bunch of firecrackers which he had been saving against our coming. A generous attention from a loyal Englishman, and the mate, now recovered, exploded them one by one to make them last the longer.

On the morning of the sixth we ran up our ragged sails for the last time, but the wind, which had blown so valiantly for eight days and nights after reducing us to our tattered state, frayed out to a mere tepid weakling. Yet we fooled it, in a measure. For there still remained the ballooner and the huge fisherman's stays'l, and with these asleep we managed to work down along the cays. Slipping to loo'ard of stern old Kick' Em Jinny, we snooped in — for just a moment — to ask how the season had fared with the black whalers at Ile-de-Caille. Then we filled away on the weather tide and toward evening took in our light canvas under Tangalanga Point.

Into the soft night we drifted down the shore, so slowly at times that our log line hung almost straight, making

"*Nirvana*"—New steel house-boat owned by Rodman Wanamaker on which A. M. F. pumps are operating successfully. 115 ft. long, 22 ft. wide with 3 ft. draft. Designed and built by Geo. Lawley & Son Corp.

The All Purpose

A. M. F.
"Watch-dogs of the Deep"

PUMP

FIRE!—meet the dreaded emergency with your A. M. F. all purpose pump—The same one that carried you through that terrific "Nor' Easter", when you sprang a leak, discharging without vibration—constant, noiseless—or for quick-action deck-washing it was an A. M. F. that did the BETTER job.

A. M. F. all purpose pumps are made of cast iron—also non-corrosive bronze—proof against the damaging effects of salt water. Built Better to Serve Better.

Adaptable for every pumping requirement afloat, from the small in-shore power boat to the palatial sea-going yacht. Electrical or gasolene driven.

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"STANDARD"

The QUALITY pumps

MARINE SANDS N.Y. PLUMBING

1849 1925

The World's Standard

Long service can only be obtained from fixtures of the highest quality.—That's why many boat owners are still using SANDS fixtures purchased over thirty-five years ago.

UNQUESTIONABLY THE BEST

Pump Closets from $38.50 upward

EVERY FIXTURE GUARANTEED

Plate F-1070 (Patented)

Plate F-1045—The "Huron" Closet is an unusually high grade fixture with 5" pump, finished white enamel, nickel-plated trimmings and genuine polished mahogany woodwork. The automatic safety hand-operated supply valve, the easy and quick removal of contents from bowl makes it the ideal fixture for owners' and guests' quarters. **$260.00**

For use above or below water line

Plate F-1070 — The "Frisco" Closet, with 3" pump finished rough with polished trimmings, oak woodwork and sturdy construction throughout makes a splendid fixture for officers' and crews' quarters. Price, **$95.00.**

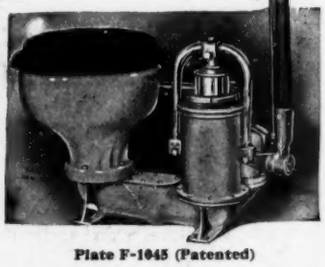

Plate F-1045 (Patented)

Plate F-2020—"Granby" Round Way Sea Cock with "Alton" thru-hull connection and intake strainer. Non-corrosive composition metal.

Plate F-2021—"Granby" Sea Cock with "Carlton" Outlet thru-hull connection. Non-corrosive composition metal.

	Inlet	*Outlet*
No. 1 — ¾"	$4.25	$4.00
No. 2 — 1"	6.00	5.75
No. 3 — 1¼"	9.00	8.75
No 4 — 1½"	11.00	10.75
No. 5 — 2"	19.00	18.50

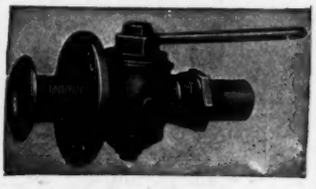

Plate F-2020 (Outlet)

Plate F-400

IT IS IMPORTANT ALL OPENINGS BELOW WATER LINE SHOULD BE FITTED WITH SEA COCKS — USE SANDS FOR SAFETY

Plate F-400 — "Glenwood" Folding Lavatory with Vitro-Adamant basin. N. P. copper lining, china soap dish. N. P. brush holder. N. P. brass pump. N. P. brass trimmings. Quartered oak **$75.00**

Plate F-401—Mahogany **80.00**

Plate F-402—Cellu-white **92.50**

Dimensions: Height 20", width 19", projection when closed 6", open 18".

Plate F-1465 — Porcelain enameled cast iron flat rim galley sinks with N. P. brass plug strainer and rubber stopper.

12" x 12"	$6.30
12" x 18"	8.10
14" x 20"	9.60
16" x 24"	10.30

Plate F-1465

Send for New No. 50 Booklet

A. B. SANDS & SON CO.

22-24 Vesey St. New York, N. Y.

only a wee phosphorescent wake under our counter. But the lee current was with us and wheeled Grenada slowly by. In time the moon came up, silver white, from over the mountains. Soon the red light at Fort George stood out from behind Boismorice Point. From Chantilly a little hill breeze came down, cajoled us into the harbor mouth, and then left us quite motioness on the glassy, windless waters. The breath of the town seeped out to us in the still air. We set the wheel amidships and like conspiring mutineers the skipper and his conch got the dory overboard and towed the schooner in under the pendant moon. Land came out around our elbows and closed behind us. Our small conspiracy was nearly completed, and tying our dory astern we sneaked for'ard like soft footed cats.

The shrill pipings of tree frogs came out from the depths of the lagoon. "Let her go!" and the warehouse walls along the *carénage* of St. George echoed the rattle of our chain. *Diablesse* trembled a little, and lay quite still. A dog barked and then another, and a rooster crowed. Up in the hills somewhere an awakened native took to beating a *bamboula* on an old kerosene tin. Farther off another answered him. Huge white trade clouds moved slowly overhead, dragging their shadows down the valleys after them. The chimes rang from the Anglican tower and its deep bell struck two. It was just then that the mate appeared in the companionway, and looking around, said, "Oh!"

And that was just as the skipper had planned it one night long ago in the stuffy little apartment on Beacon Street.

Ditty Box—How to Build Her

(*Continued from page 58*)

mast hole. One will serve for halliard, the other for toppinglift. Bore two holes in the forward coaming through which the halliard and toppinglift will lead to the cleats. Place and fasten cleats.

The centerboard is to be made of $^3/_{16}$" iron plate. It should be hot dipped galvanized, but if this is not convenient give it two coats of red-lead before applying the bottom paint. The method of attaching the handling-bar to the centerboard is shown in Fig. 10. It is made of ⅜" round iron, and should be galvanized. Use a ⅜" galvanized bolt for the centerboard pivot. Wrap the bolt, under the washers, with paint-soaked lamp wicking to stop any seepage of water.

Mast and Boom

Before starting work on the mast ascertain which way the stick has a tendency to buckle. The side or face of the stick having the hollow or buckle should be made the forward side of the spar. Later, the weight of the sail and boom coming on the masthead will tend to straighten this buckle out and the after side of the spar will be straight. Work the stick up square in section. Leave a permanent gauge mark (center-line) on the after side of the mast for a guide when screwing on the track.

Now lay off the tapers, and work the piece out so that it is octagonal in section. Roll the spar as you plane and shape it round, setting the tool finer as you reach the stage of a round section. If you have a hollow plane, it will help. Use calipers to keep the right diameters as the job progresses. Fit sheave at masthead as shown in Fig. 11. See Fig. 12 for arrangement of strut. Track is fastened with r.h. screws.

Lay out the boom in the same manner as the mast. The type of gooseneck to be used is shown in Fig. 13. A hole is bored in the outboard end of boom through which to reeve the clew lanyard or lashing. Fig. 14 shows sheet block arrangement. Use $^3/_{16}$" diameter wire rope for forestay and shrouds, and ⅜" diameter or 12 thread manila rope for halliard and sheet. The toppinglift is made of 6 thread manila rope.

POWER!

A Few 1924 Victories for ELTO'S Greater Power

Ralph W. Doble, Chicago Ill.
Bob Zimmerman, Battle Lake, Minn.
David Smith, Oneida, N. Y.
E. G. Hill, Wichita Falls, Texas
Dr. Cooper, Cranberry Lake, N. J.
Travis Cadillac Co., Peoria, Ill.
R. R. Phelps Saugatuck, Mich.
Dr. Paul Stetson, New Haven, Conn.
Don Jory, St. Catharines, Ont.
A. T. Stikeman, Montreal, Canada
Gus Grossman, Fox Lake, Ill.
Ettore Ceruti, Milan, Italy
G. C. Shute, Sarasota, Fla.

Nothing Takes the Place of Power

—Whether you want to be *first* to get to the fishing grounds,
—Whether you want to cross the finish line first,
—Whether you are hungry and want to get back to camp in a hurry,
—Whether you want to give your friends a tow, or
—Whether you want to skip in ahead of a threatening storm, nothing takes the place of *Power.*

And That's Why—

(30)

Do not confuse the Easy-Starting Light-Weight Elto Twin with any other Outboard Motor, as for 11 years, Ole Evinrude, founder of the industry, has had no connection with any other Outboard Motor Co. The Elto is built in his own factory, under his personal direction.

no other Motor quite takes the place of Elto. With Full 3 H. P. coming from its smooth-running Twin Cylinders in an endless flow, with its clean stream lines cutting the water like a knife, with its Atwater-Kent Uni-Sparker Ignition shooting long flashes of electric fire into the cylinders, with the Propello Pump pulling a constant stream of fresh, cooling water through the roomy water passages, no wonder Elto leaps across the waters with a speed none cares to challenge. You buy an Outboard Motor first of all for Power. You want a Motor that will *drive* your boat, with any load in any sea. You want speed,—you want action. You want safe rudder steering—automatic tilting—quick easy starting—sure-fire trouble-proof ignition—a cooling system that never clogs, never sticks, never fails. All these you get in Elto. And with them all, the lightest of all Motors per H. P. *Write today for Free Catalog.*

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OLE EVINRUDE, *President*
Dept. 2, Manufacturers' Home Bldg., Milwaukee, Wis.

Elto

Ole Evinrude's *Fast Light Twin*

"The Motor that Starts with a Touch"

ELTO OUTBOARD MOTOR CO., Dept. 2, Manufacturers' Home Bldg., Milwaukee, Wis.
Gentlemen:—Send me complete catalog describing the new Elto Outboard Motor.
Name .....
Address .....

Prevent tooth decay below the gum-line

As the soil nourishes the tree roots, the gums nourish the teeth. And as the tree decays if you bare the roots, so do the teeth decay when gum shrinkage starts in.

This condition—one of the first stages of Pyorrhea—is very common and something that ordinary tooth pastes are powerless to prevent. If not checked promptly, it will lead to loss of teeth and serious organic diseases.

If used in time and used consistently twice daily, Forhan's will prevent Pyorrhea or check its progress. It will preserve the gums in their pink, normal, healthy condition, safeguard your health and *keep* your mouth clean, fresh and wholesome.

Forhan's is more than a tooth paste; it checks Pyorrhea. Thousands have found it beneficial for years. For your own sake ask for Forhan's For the Gums. All druggists, 35c and 60c in tubes.

Formula of R. J. Forhan, D. D. S.
Forhan Company, New York

4 out of 5 are marked

There's no way to get around it. Dental statistics show that four out of every five over 40—and thousands younger, too—are victims of Pyorrhea. Do you want to avoid this dread disease?

Just as the stability of a lighthouse depends upon a firm foundation, so are healthy teeth dependent upon healthy gums

Forhan's

FOR THE GUMS

More than a tooth paste—it checks Pyorrhea

Some Recent Yacht Sales and Charters

The office of Henry J. Gielow, Inc., Naval Architects and Yacht Brokers, report a very active demand for yachts of all sizes and types and their brokerage department is busy finding suitable yachts. They also report their designing department working to capacity on new designs. They are now building a 100-foot steel twin-screw Diesel yacht for a prominent member of the New York Yacht Club, also a 90-foot twin screw Speedway powered houseboat for a California yachtsman and a 50-foot fast triple screw fishing-cruising boat with two 6-cyl. Speedway motors, and a 4-cyl. Scripps motor to be used for trolling. This is for a member of Columbia Yacht Club and will be used in Northern waters and on the Gulf of Mexico, as well as Florida waters.

The outlook in active yachting and racing for the coming summer is foretold by present fitting out activity in boat yards everywhere, and also by the limited number of yacht offerings in desirable boats for sale. Therefore it would appear that those who delay in deciding upon the type of boat wanted and in making their selection may find it difficult to find a yacht to their liking at a fair price. The brokerage department reports:

Sale of 176-ft. oil-burning steam yacht *Idalia* for Estate of W. D. Hoxie, to a Boston yachtswoman.

Alden-designed auxiliary schooner *Namoa* for Wm. H. Dixon of New York to Henry B. Anderson of Pt. Washington, Long Island.

The 98 ft. motor yacht *Speejacks* (in conjunction with Henry C. Greebe & Co. of Chicago) for A. Y. Gowan, who made a world cruise in the yacht, to Philip K. Wrigley of Chicago, who will use the yacht on the Great Lakes.

New 56-ft. Elco cruiser to a Philadelphia yachtsman who will name boat *Petrel II*.

The 68-ft. cruising houseboat *Clare*, from this firm's design, sold for Dr. C. Van Gergen of New York to Alfred H. Wagg, Commodore of Palm Beach Yacht Club.

The 55-ft. cruising houseboat *Mischief*, sold for S. G. Etherington of New York, to Isaac H. Blanchard, Southampton, Long Island.

The motor yacht *Zenda*, sold for Leo Weidhorn of Boston to Ray Deininger of New York.

The 50-ft. cruising houseboat *Terrybill II*, sold for J. Walter MacLaren to Harry Richmond, both of New York.

Barnegat Bay Adopts Inland Lakes Sloop

(*Continued from page 54*)

A Marconi rig is required and the masts must be straight, none of the freak spars with the curved tops, such as are in use in the 20-foot sneakbox class, being permitted. The sail area is limited to 285 square feet, not more than 235 square feet in the mainsail and not over 50 square feet in the jib. The spinnaker is limited to 112 square feet and one spinnaker must be used throughout a regatta.

Just how well the boiler plate steel centerboards and rudders with which the boats will be equipped are going to last in salt water is open to doubt. The twin boards must not extend more than four-and-a-half feet below the bottom of the hull. The new class will be provided with air tanks or compartments of four and a half cubic feet capacity.

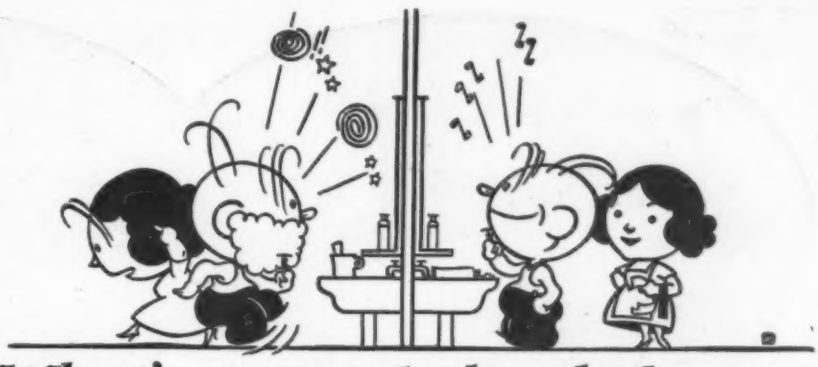
The introduction of this class is about as contrary to the former purpose of restricting design as can be imagined.

The sudden change of heart came about as a result of the failure of the existing sloop class, due to the pronounced superiority of the *Ardo II*, which won every race in the past two racing seasons. The Seaside Park Yacht Club sponsored the new movement and through the efforts of Mr. Ritner K. Walling, Mr. Edwin M. Chance, and Mr. Mitchell Chance, sloop racing on Barnegat is to have a new trial.

From the following construction restrictions it is evident that at least a fair amount of huskiness is to be required: Hull planking must be not less than ½ inch thick at any point and at least as great density as cedar. Frames to be of oak, elm or other hard wood, spaced six inches, and 1″ by ⅝″ in size. Deck planking must be not less than ⅜″ thick, with canvas covering. The hull bracing shall consist of three trusses. There shall be two bilge trusses whose length shall be at least two thirds of the boat. The third shall be a center truss, the forward part extending from the bow of the boat to the center board box and the rear section extending from the rear end of the cockpit to the stern.

Right of Way

Here lies the body of William Jay,
Who died maintaining his right of way;
Now William was right, as he sped along,
But he's just as dead as if he'd been wrong.



What's turned the daily war *into a picnic?*

You can't tell the women folks that something hasn't happened to the men.

Lord-and-Master's changed completely. No more savage kicks against the bathroom door o'mornings. No more "ows" and "damn-it-alls." No more grunts behind the morning paper.

All because he's taken up with Barbasol.

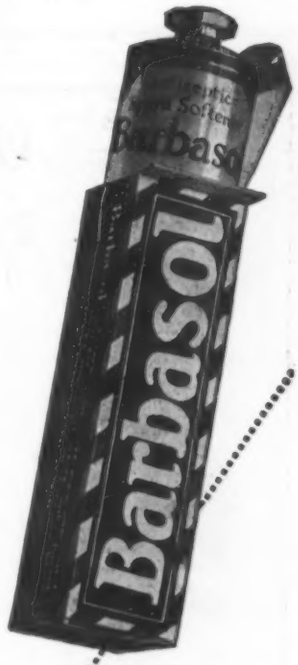
Barbasol — that tames the toughest beards, smooths the roughest jowls, chases away the winter itchiness, and stops ingrowing hairs. Barbasol — that lifts old razor blade right up to Good Steel Heaven.

And all as simple and easy as A B C. Read 'em and rejoice:

A — Wet the face
B — Spread on Barbasol (but don't rub in)
C — Shave

No brush. No rub-in. The full-bodied, creamy Barbasol holds every hair straight up to the blade — and good steel, do your stuff! Nothing goes but the whiskers. The natural oil is left right in the skin.

Are you tired of fighting whiskers? Then fill out the coupon now for a free trial tube of the Modern Way of Shaving. Use Barbasol, three times, according to directions and you'll live happy ever after.



Barbasol
For Modern Shaving

The Barbasol Co.
Indianapolis, Ind.

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